

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 21 PARK ROW, NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXV., No. 8.]

SATURDAY, FEBRUARY 22, 1879.

[WHOLE NO. 2,235, VOL. LIL.

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Scioto Valley Railroad.....	197
Boston and Albany Railroad.....	197
Lehigh Coal and Navigation Company.....	198
Sabine Pass and Northwestern Railroad.....	199
American Cars Abroad.....	199
Chicago, Burlington and Quincy Railroad.....	199
Railroad Earnings.....	200
Railroad Bond and Share Lists.....	201, 210
Chicago and Pacific Railroad.....	216
Redemption of Five-Twenty Bonds.....	216
Financial and Commercial Affairs.....	217
Railroad and Canal Dividend Statement.....	220
The Coal Trade.....	221
Rutland Railroad.....	221
Fitchburg Railroad.....	222
American Iron and Steel Association.....	223
New York, West Shore and Chicago Railroad.....	223

American Railroad Journal.

New York, Saturday, February 22, 1879.

Scioto Valley Railroad.

At the annual meeting of the stockholders of the Scioto Valley Railroad Company, held in Columbus, Ohio, on the 13th inst., E. T. Mithoff, Wm. Monpony and Geo. D. Chapman, of Columbus; Harford Toland, of London; John Grose, of Circleville; M. Boggs, of Chillicothe; Geo. Davis and Jno. G. Peebles, of Portsmouth, and Edward D. Adams, of New York, were elected directors.

The board subsequently met and organized by the election of E. T. Mithoff as President, Geo. D. Chapman Vice President and General Manager, Harford Toland Treasurer, James P. Curry Secretary, John B. Peters Superintendent.

Edward D. Adams is one of the firm of Winelow, Lanier & Co., of New York, who are becoming largely interested in the road.

From the report which was presented it appears that the earnings of the company for the year ending December 31, 1878, were \$282,153 07; operating expenses, \$156,275 29; net earnings, \$125,877 78. The operating expenses were 55.4 per cent of the gross earnings.

The President stated that the prospect for the building of the Columbus, Scioto and Hocking

Valley Railway was very bright, and he had no doubt that it would be in operation the present year, and the benefits to be derived by the Scioto Valley from its completion would enhance the value of the enterprise. There is also a prospect of a connection with the Springfield, Jackson and Pomeroy Railroad at Waverly, by which the coal fields of Jackson county would be made accessible to Columbus. The extension of the Valley road by a connection with the Chesapeake and Ohio Railway at Huntington, West Virginia, and extension to Mayaville, Kentucky, was also in a favorable position, and he had assurances that the road would be put under contract by the parties interested as soon as the weather would permit work to be done on the line.

The Ohio State Journal, from which the above was obtained, says the company has made arrangements for a large amount of additional rolling stock, which will soon be placed on the road, thus increasing the facilities to meet the growing demands of the business.

Boston and Albany Railroad.

At the annual meeting of the stockholders held in Boston on the 12th inst., the old Board of Directors was re-elected, consisting of D. Waldo Lincoln, of Worcester, President; Chester W. Chapin, of Springfield; Ignatius Sargent, of Brookline; George O. Crocker, of New Bedford; Moses Kimball, of Boston; Henry Colt, of Pittsfield; Edward B. Gillett, of Westfield, and John Cummings, of Woburn. Information was asked by a stockholder in regard to the joint occupancy by this corporation and the Boston and Providence Railroad of the passenger station of the latter company, to which the President replied that "it was well known the subject had engrossed the attention of the managers of this road, and the published report of the Railroad Commissioners on the subject contained all the information that could be imparted. About a fortnight ago the Directors of the Boston and Providence Railroad appointed a committee to consider the subject, and a meeting of the Boston and Albany Directors on the 11th inst. a committee was appointed to confer with them. He admitted that it was an important matter, and said that the officers of this company would give it all the attention it deserved."

ed. It had been admitted by every one that since complaints were made of the obstruction of Koenig street by this company, the managers had been doing all in their power to relieve the thoroughfare; but as long as the depot remains here it will be impossible to avoid the obstructions. So far there had been a conference only with President Whitney of the Boston and Providence, but the matter is of such importance that it must and will have a careful consideration."

Among recent orders received at the Philadelphia Scale and Testing Machine Works, Riehl Bros., Proprietors, are noted the following: Patented Iron Frame Testing Machine with tensile, transverse and crushing strains for the Baltimore and Ohio Railroad Co.; also their Patented Self-adjusting Railroad Track Scales made with rocking bearings; also Paesey improvement for the Atlantic and Great Western Railroad. This firm has delivered the Testing Machine, built for the Pennsylvania Railroad Co., at Altoona, Pa. This Machine was tested for three days in every way by experts employed by the Pennsylvania Railroad Company, and pronounced satisfactory.

At St. Johnsbury, Vt., on the 17th inst., in the matter of the petition of the Receivers of the Portland and Ogdensburg Railroad to issue certificates, Chancellor Ross filed a decree authorizing \$250,000 of such issue for the following purposes: trestles, \$110,000; ballasting, \$15,000; ties, \$25,000; fencing, \$18,000; iron and re-rolling, \$25,000; rolling stock, \$27,000; stations and contingencies, \$30,000. The Receivers will proceed immediately to discharge the trusts imposed by their decree, and put the road in good condition, said certificates being made as a first lien on the same, its equipment and earnings.

Sealed proposals for the grading and pile bridging of the Columbus, Jeffersonville and Cincinnati Railway (8 feet gauge) between Allentown and Mt. Sterling, Ohio, will be received at the office of the Chief Engineer, S. F. Rock, in Washington C. H., Ohio, until noon, March 19, and at the office of Dr. S. McMillick, in Mt. Sterling, Ohio, until noon, March 20, 1879. Profiles, specifications and estimates can be seen at the office

of the Chief Engineer on and after March 10 Payments of relative value of the work will be made monthly, in cash, reserving 15 per cent, until the final completion and acceptance of the work. Proposals must be directed to "The President and Board of Directors."

Lehigh Coal and Navigation Company.

The Board of Managers respectfully submit their report for the year 1878, as follows, viz:

Revenue from railroads..... \$642,886 48
Revenue from Lehigh Canal..... 77,766 12
Revenue from Delaware Division Can-

nal..... 38,998 85
Net profit on Lehigh coal..... 152,881 72
Royalty on coal mined by lessees..... 3,142 58
Net profits from rents..... 55,846 25
Miscellaneous receipts..... 3,783 16

Total \$969,252 56

Disbursements:

General and legal exp. \$60,253 01
Rent and taxes Nesque-

honing Valley R. R. 188,000 00
Rent-Delaware Division

Canal..... 182,168 00
Taxes chargeable to

canals..... 2,011 12
Taxes chargeable to coal

and coal lands..... 87,624 64
Taxes on capital stock..... 11,928 48

Taxes on landed prop-
erty and improvements..... 12,789 67
Interest account..... 890,893 24

1,825,113 16

Balance charged dividend fund..... \$355,860 60
Balance to credit of dividend fund,

December 31, 1877..... 468,032 93

Balance to credit of dividend fund,
December 31, 1878..... \$107,172 33

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1877, was as follows, viz:

1877. 1878.
Tons. Tons.

From the Wyoming region..... 1,898,444 1,048,098

From the Upper Lehigh re-
gion, Nescopee Branch..... 268,982 198,598

From the Upper Lehigh re-
gion, Pond Creek Branch..... 32,071 82,018

From the Hazleton region,
via L. V. R. R. 122,808 92,976

From the Hazleton region,
via Drifton Branch..... 295,404 815,286

From the Beaver Meadow

region, via N. Y. V. R. R. 407,639 284,966

From the Beaver Meadow

region, via L. V. R. R. 22,914 10,123

From the Mahanoy region,
via L. V. R. R. 6,529 4,175

From the Lehigh region, L.

C. & N. Co.'s lands..... 548,700 425,194

From Hazard..... 12,279 5,295

From sundry shippers..... 12,899 87,012

Total 8,116,169 2,508,781

Distributed as follows:

1877. 1878.
Tons. Tons.

Delivered east of Mauch

Chunk by rail..... 2,551,548 1,977,022

Delivered east of Mauch

Chunk by canal..... 846,671 414,208

Consumed along the line

above Mauch Chunk..... 76,615 59,085

Delivered to connecting lines

above Mauch Chunk..... 124,490 49,016

Delivered to Lehigh Valley

Railroad at Packerton..... 10,157 4,800

Delivered to Hazard..... 6,688 100

Total 8,116,169 2,508,781

Decrease..... 612,488

Of the foregoing tonnage there was shipped by the Lehigh and Wilkesbarre Coal Company 1,197,198 15 tons. The total production of that company was:

1877. 1878.
Tons. Tons.

Of their mines in Wyoming re-
gion..... 1,284,859 948,509 08

Of their mines in Beaver

Meadow region..... 411,486 272,617 03

Of their mines in Lehigh

region, L. C. & N. Co. 560,519

Total 2,196,864 1,221,126 06

RAILROADS.

The gross receipts of the company's railroads during 1878, as compared with 1877, were as follows:

1877. 1878.
Passengers and mails. \$78,904 22 \$121,964 12

Freight and express. 232,858 43 256,542 18

Coal..... 1,082,771 40 1,515,646 46

\$1,939,534 05 \$1,874,052 70

Lehigh Coal and Nav-
igation Company's proportion..... 646,511 34

Compensation from Receiver of C. R. R.

Co. for Pass. trains withdrawn..... 20,000 00

\$666,511 34 \$621,684 24

The loss in coal tonnage, compared with the previous year, was 612,488 tons. The income for the year was only \$25,413 42 less than in 1877. Railroad rent was less, and canal and coal earnings larger than in that year. Of the \$355,860 60 deficiency of revenue \$148,171 65 was loss on the lease of the Delaware Division Canal.

The floating debt increased about \$300,000 during the year.

The year opened with a largely overstocked coal market and very low prices. An agreement was entered into in January by coal producers and transporters to restrict production to the wants of the market. Owing to the unusually mild winter the curtailment during the first four months of the year was unexpectedly severe, and our net revenue was accordingly very light, amounting to only \$108,969 47. But after the first of May we earned all of our fixed charges, including rent of the Delaware Division Canal.

The Receiver of the Central Railroad Company of New Jersey deemed it to the advantage of the interest he represented, to co-operate with other companies in the restriction of the production of coal, and, with the concurrence of this company, he accepted a smaller proportion of the total allotment than the average proportion his road had transported during the preceding five years. The intention of the agreement was to give to each interest its fair share of the market, according to its productive capacity, and its transporting and shipping facilities. It was found impracticable to make a division on this basis, and the allotments finally agreed upon were arrived at by the different interests in previous years.

The Central Railroad allotment was less than its average proportion or five years, but greater than for ten years. In such agreements no account is taken of quality of coal, nearness to market, or of other advantages, but each producer must have a share of the market without regard to his special advantages or disadvantages. This company, and the operators shipping by its line, made large expenditures previous to 1878 in coal improvements, and we built branches to give us additional tonnage. Up to 1878 but a small increase of tonnage, or of other advantage from these expenditures, had been realized, and no allowance was made for them in the allotment of the Central Railroad for 1878, which was less than the proportion it had actually transported in 1878, before the improvements were commenced. In the subdivision of this allotment the share of our Lehigh mines was equivalent to 2½ per cent of the

total output, or 25,000 for each million of tons sent to market from all of the regions.

The total production for the year, 17,605,262 tons, was about two-thirds of the total capacity of all the mines for eight months' full work and four months' half time, say ten full months. We had five breakers working and three idle, and our allotment gave us about two-thirds work for the five breakers. If the consumption should increase to 28,000,000 per annum, the five breakers could still furnish our quota as allotted in 1878, and a continuation of that proportionate allotment would require us to abandon permanently three operations. The other shippers by our roads are in about the same position. We have always claimed certain advantages for the coal tributary to our line. Our own hard, white-ash Lehigh is always in great demand during the active season, and we have never been able to meet the wants of our customers, even at prices considerably higher than those of three-fourths of the anthracite product. The coals sent by our line from the other Lehigh regions are very popular, and command ready sale at but little lower prices than our own product, and the Wilkesbarre coal ranks with the best from the Wyoming region.

While it is doubtless the true policy of the anthracite coal interest to limit the supply to the wants of the market, the above enumerated facts indicate that we made too great concessions last year to the other interests. We assented, however, in the fall to an extension of the arrangement for another year with the object of maintaining harmony in the trade, and believing that all interests, including our own, would realize greater advantages during 1879 than in 1878, as the severe restriction relieved the market entirely of the surplus with which the year commenced, but the project has now been abandoned by the other parties, and we propose to avail ourselves of every legitimate advantage which our position gives us.

The division of tonnage and severe restriction was especially injurious to our canal interests. Formerly a large proportion of the canal tonnage came from the Lehigh Valley Railroad, but since the extension of the line of that company to New York waters the quantity has steadily diminished. With four lines of railroad across New Jersey, and three lines to Philadelphia, we must depend on our own mines and those of parties shipping by our railroad for coal tonnage for our canals. During the past year our own tonnage was small, and that of the other operators was similarly restricted, and the canals secured a fair proportion of the limited production. There is a considerable amount of miscellaneous business, the tolls on which during the past year amounted to \$28,107 54, and certain markets for coal can be reached to better advantage by canal than by rail. The earnings of our Lehigh Canal have at times been very large, as appears by the following statement of business for thirteen years past:

Year.	Profits.
1866	\$480,420 58
1867	247,504 28
1868	327,718 24
1869	181,480 01
1870	196,461 27
1871	270,057 64
1872	228,840 96
1873	247,475 81
1874	271,880 92
1875	199,472 39
1876	142,138 39
1877	25,554 88
1878	99,327 81

Profits in thirteen years.... \$2,918,277 68

The Central Railroad Company operated the canals and collected the revenue in 1874, 1875 and 1876.

The small revenue of the past two years does not afford a fair criterion by which to estimate the future of the canals. They suffered in 1877, by the refusal of the Receiver of the Central Railroad to operate them, and when we assumed control

it was too late in the season to arrange for business, and through navigation was closed on the 4th of October, by the injury to the Delaware Division Canal. In 1878, the canals, as already stated, secured a fair share of the limited allotment. If business is unrestricted in 1879, there will no doubt be a large increase of tonnage with better financial results. Tolls will be low, but there has been a steady and large reduction in expenses, and, while these economies have not been made to the same extent as in railroad operation, there is still some margin for profit on a large business. It costs as much to maintain and operate the canals for 100,000 tons as for a million, and after tolls enough have been collected to pay expenses, the gross receipts in excess are all profit, the increased business not adding at all to the cost of maintenance and operation. The Lehigh Canal extends from Coalport, one mile above Mauch Chunk, to Easton. The Delaware Division Canal, operated by this company under lease, extends from Easton to Bristol, with an outlet lock at New Hope, whence it connects, by ferry across the Delaware River, with the feeder of the Delaware and Raritan Canal.

A modification of the terms of the lease of the Delaware Division Canal will be presented to the stockholders for ratification.

* * * * *

This agreement was ratified by the stockholders of the Delaware Division Canal Company at their annual meeting on the 4th inst. The reduction in rent amounts to \$65,884, and adding to this amount the reduction in tax on dividends, the saving to this company is about \$70,000 per annum. This concession may not be sufficient to save the company from loss on the lease, but an adverse judicial decision would leave the company liable for the original amount of rent; and further, our own canal can be worked to better advantage if we have control of the Delaware Division. So great is the desire for canal tonnage that we can probably arrange with the lessees of the Delaware and Raritan Canal from year to year for such terms as will enable us to send coal to market by their line with advantage to this company. Your board approved unanimously of the settlement with the Delaware Division Canal Company, and unhesitatingly recommend to the stockholders the prompt ratification of the agreement.

The new year opened with unusually small stocks of coal in the hands of consumers and middlemen, and the severe weather and storms in January increased consumption and impeded production and transportation. There was still, on the first of February, a short supply of domestic sizes, and no great surplus of large sizes. While the free burning coals have been selling very low in New York, there has been a good demand for hard Lehigh coals at considerably higher prices. For the first time in many years we have derived a profit from our coal business in January, and look for equally good results in February, and railroad earnings have been larger than usual at this season.

Our coal property, which has been in charge of our superintendent and engineer, Mr. Joseph S. Harris, since May 1st, 1877, is in better condition than ever before, and we have a larger amount of coal opened than usual. Cost has been reduced and preparation improved, and the reputation of our product for both quality and preparation was never higher. The five collieries now in operation will have a productive capacity of 8,000 tons a day as soon as spring opens, and we have no doubt that we can sell this quantity of coal at fairly remunerative prices, as the steady operation of the mines at their maximum capacity will keep down the cost. If the demand should exceed the product of the five collieries we can increase the output at small outlay and without delay by starting one more colliery.

Our Selling Department, under the management of Mr. E. Hill, in Philadelphia, with Mr. F. A. Poole as Sales Agent in New York, is efficiently organized, and is prepared to dispose of a large

product at the best price the market will afford.

Our operators are all increasing their shipments of coal, and the Receiver of the railroad company is disposed to deal liberally with them in his charges for transportation, so that they can meet the competition of operators sending by other lines. He is also about making a very considerable addition to his equipment of coal and freight cars. With the augmented tonnage of our railroads, the revenue therefrom, which is estimated on their gross receipts, will be materially increased, as compared with the last two years.

Our canals are in excellent condition under the management of Mr. J. T. Stockett, Superintendent, who is preparing to transport the large increase of tonnage that will be offered when navigation is resumed.

Without losing sight of the severe competition and low prices which must result from the unrestricted production of coal from mines capable of meeting a demand for thirty to forty per cent more than is likely to be wanted during this year, we enter upon the contest with confidence that the superior quality of the coals produced by our operators, their individual ability and energy in mining and selling coal, and the hearty co-operation of the transporting interest, will give us a larger share of the market than heretofore, with more satisfactory financial results.

By order of the Board of Managers.

E. W. CLARK, President.

Sabine Pass and Northwestern Railroad.

At the annual meeting of the Sabine Pass and Northwestern Railroad Company, held at Dallas, Texas, on the 15th of January, the following gentlemen were chosen directors for the ensuing year: J. Burwell, A. W. Acheson, H. J. Snow, J. R. Jones, W. G. Bell, Texas; J. H. Rice, Washington; S. H. Robbins, Allentown, N. J.; W. B. Hotchkiss, New York; Baron de Pardonette, Paris, France. The board elected J. Burwell President, W. G. Bell Vice President, S. H. Robbins Secretary, J. H. Rice Treasurer. It was voted by the stockholders to ratify the contract made with C. O. Campbell and W. B. Hotchkiss for the construction of the road. They are to build at once the section of the road from Lawrence, Texas, to Kauffman, 22 miles, and are also to begin work on the grading at the Sabine Pass, working thence northward.

[E] The Belair (Md.) *Advertiser* says that work has been commenced on the Baltimore and Delta Narrow Gauge Railroad at Gross' Mill, near Forest Hill, and that a large force will soon be set to work. The collector for the company, reports that a good feeling exists in relation to the enterprise along the entire route, and that subscriptions are being paid cheerfully. The directors have decided to locate the road from Higle's, Baltimore county, fifteen miles from Belair, by way of Gitting's Mills, to Fallston, Harford county. The right of way has been secured on liberal terms.

[E] Mr. George H. Watrous, of New Haven, Conn., has been elected President of the New York, New Haven and Hartford Railroad Company, vice Mr. W. D. Bishop, resigned. Mr. Bishop's resignation takes effect March 1, when Mr. Watrous will assume control of the road. Mr. Bishop will still remain on the board of directors.

[E] The reopening of the Delaware Shore railroad took place on the 18th inst., a number of persons participating in the ceremonies, at Penns Grove, opposite Wilmington. An excellent dinner was provided, the arrangements being under the

charge of Thomas L. Ogden, Esq., the receiver of the road.

American Cars Abroad.

City Passenger Railroads, or tramways as they are called in England, have increased very rapidly, although they were not liked at first outside of the United States. JOHN STEPHENSON, who built the first street car, has lived to see nearly 400 street railroads established in this country. His first foreign shipment was in 1858, to Batavia, (Java,) and since then his cars have been employed in many far-off lands. An attempt to introduce them into London years ago incited a riot, in which the rails were torn up and great excitement caused. But now the American cars are running in the British metropolis, at Liverpool, Nottingham, Leeds, Wolverhampton, Hull and Birkenhead, in England. They have been established throughout Canada, being much liked at Montreal, Quebec, Toronto, Hamilton, Ottawa, St. John, Halifax; the Cape of Good Hope, the only point in Africa; at Christ Church, Dunedin, and Wellington, in New Zealand; at Bombay, in India, at Kingston, in Jamaica; at Adelaide, Port Adelaide, and Gamberton, in South Australia; and are soon to be at Melbourne, Sidney, Hobartstown, and Tasmania, in New South Wales. They are to be found in Calais and Paris, and are very popular at Berlin, Moscow, St. Petersburg, Vienna, Stockholm, Christiana, Hamburg, Bremen, Ghent, Amsterdam, Brussels, and most of the cities of Europe and South America.

Chicago, Burlington and Quincy Railroad.

The gross earnings, expenses and net earnings of the Chicago, Burlington and Quincy Railroad for the years ending December 31, 1877 and 1878, were as follows:

	1877.	1878.
Gross earnings....	\$12,479,286 39	\$14,118,503 06
Expenses.....	6,806,285 84	7,641,195 63

Net earnings.. \$5,673,050 55 \$6,472,307 43 showing an increase in gross earnings of \$1,684,216 67, in expenses of \$834,959 79, and in net earnings of \$799,256 88.

[E] Judge Baxter, of the United States Court, has appointed Thomas J. Latham Receiver to take charge of the effects of the City of Memphis, including unpaid taxes amounting to nearly \$8,000,000, with power to collect by garnishment or otherwise. All of the creditors of the city are ordered to make themselves parties to the action and file claims on or before the third Monday in May next. The appointment was made on bills filed by Myers & Sneed, attorneys representing nearly \$2,000,000 of claims against the city. Other creditors have consolidated causes, making the total amount of claims over \$2,500,000.

[E] The Kanawha (W. Va.) *Gazette* says that the Chesapeake and Ohio Railway Company last month put on record in Kanawha county mortgages for \$17,000,000 and \$10,000,000, whereby it intends to raise money and extend its western connection to Cincinnati and other western cities, and also to extend its eastern connection to some point on or near the Chesapeake bay.

[E] The first through train on the Quebec, Montreal, Ottawa and Occidental Railway arrived at Ottawa on the 11th inst.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Topeka & San. Fe :													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,133	180,246	197,996	219,370	186,641	198,861	248,138	265,593	297,958	225,793	204,447	2,486,552
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878.....	174,598	184,885	306,000	290,500	291,500	251,000	330,000	467,000	421,000	445,000	436,000	323,500	3,930,848
1879.....	315,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern :													
1877.....	73,964	68,094	73,194	79,435	71,605	69,357	73,309	113,625	194,226	171,333	138,955	129,554	1,249,880
1878.....	165,411	147,196	126,141	115,977	139,490	101,014	95,007	104,444	138,997	141,619	129,494	124,676	1,527,507
Central Pacific :													
1875.....	963,938	906,159	1,136,263	1,366,984	1,798,468	1,738,370	1,536,225	1,553,014	1,567,822	1,615,974	1,513,836	1,338,209	17,021,015
1876.....	994,339	1,017,904	1,184,683	1,427,035	1,767,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,584,652	1,464,332	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878.....	1,110,988	974,000	1,284,410	1,510,000	1,574,000	1,460,000	1,517,000	1,706,000	1,831,000	1,834,000	1,543,000	1,438,000	17,52,363
1879.....	1,143,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton :													
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,860	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	351,608	325,047	345,454	339,385	311,966	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878.....	316,711	298,966	357,297	335,999	367,366	349,505	435,256	563,728	447,125	480,869	414,239	359,248	4,704,661
1879.....	341,075	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern :													
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,906	1,409,168	1,196,333	933,339	12,811,927
1876.....	808,842	854,627	944,450	919,978	1,090,753	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,859	12,631,174
1877.....	730,609	722,367	812,080	867,603	940,978	928,885	934,688	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,007,891	1,004,194	954,864	1,138,474	1,346,003	.....	.....	.....	1,315,796	1,566,858	1,236,412	1,114,555	14,528,653
1879.....	1,044,230	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Bur. & Quincy :													
1877.....	876,835	871,768	988,065	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	.....	12,479,236
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,307	1,382,123	1,368,348	1,396,082	.....	14,113,503
Chicago, Mill. & St. Paul :													
1876.....	527,546	517,112	567,644	650,961	819,563	877,693	655,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,862	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878.....	705,565	668,000	663,000	785,000	799,000	636,000	648,000	523,000	677,000	823,000	809,029	716,468	8,451,767
1879.....	592,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind. :													
1875.....	377,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,733	367,295	333,038	3,774,217
1876.....	296,268	329,321	299,675	297,526	315,950	320,783	263,177	335,695	367,601	333,298	289,631	234,343	3,676,458
1877.....	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,366
Denver and Rio Grande :													
1877.....	43,970	40,189	49,944	51,400	68,053	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878.....	60,015	55,066	64,300	80,927	87,005	90,350	121,574	120,651	112,610	122,863	117,804	.....	.....
Hannibal & St. Joseph :													
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	135,044	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1879.....	135,423	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central :													
1874.....	523,998	517,674	561,793	586,962	672,334	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,891	602,505	715,899	613,446	718,101	816,506	773,092	679,434	7,802,556
1876.....	553,574	577,703	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,666	459,123	477,103	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	624,669	500,027	542,471	523,353	594,166	536,110	589,863	660,697	615,629	632,236	609,313	.....	.....
1879.....	551,154	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific :													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878.....	198,640	172,995	275,282	279,468	281,491	233,523	291,634	390,999	403,307	448,514	391,421	260,450	3,729,606
Lake Shore & Mich. South'n :													
1874.....	1,569,750	1,363,355	1,491,980	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,603	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,143	1,055,699	1,079,808	1,178,324	1,306,926	1,392,487	1,275,956	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	885,943	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,503	13,505,159
Mo., Kan. & Texas :													
1876.....	256,459	254,723	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,856	296,466	3,217,277
1877.....	237,032	238,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,935	330,235	349,596	288,459	242,568	2,981,679
Philadelphia and Reading :													
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	938,030	11,240,821
1876.....	619,631	553,201	696,430	1,393,978	1,312,267	970,456	923,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	851,991	1,160,898	1,151,795	1,087,314	917,238	1,348,716	1,331,588	1,330,887	934,658	1,206,434	12,556,239
1878.....	610,768	482,338	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
St. Louis, I. Mt. & South'n :													
1876.....	337,190	318,116	295,000	273,002	264,900	252,643	252,821	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407</											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			Due	Price.	
			When.	Where.	Due.				When.	Where.	Due.			
Adirondack:	\$					Blue Ridge, (S. Car.):	\$							
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Alabama and Chattanooga:						Boston and Albany:								
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	115
Reeiver's Bonds.....	1,300,000	7	.....	"	.....	Loan of 1875.....	2,000,000	6	Jan. & July.		1896	109	
Alabama and Georgia:						Boston, Clinton and Fitchburg:								
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)	400,000	8	Jan. & July.	Boston.	1894	98
Alabama Central:						1st Mortgage (Equalization)	300,000	7	"	"				
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)	250,000	7	"	"	1890	26
Albany and Susquehanna :						Equipment Mortgage.....	570,000	8	Apr. and Oct.				1891	50
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Boston, Concord and Montreal:							
2d Mortgage.....	2,000,000	7	April & Oct.	"	1886	103	Sinking Fund Mortgage.....	824,000	6	Jan. and July.	Boston.	1889	92	
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	Consol. Mortgage for \$2,000,000.	1,724,000	7	Apr. and Oct.	Boston.	1896	104
Albany Loan.....	233,000	6	"	"	1886	....		367,200	6	"	"	1890	....
Cohol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	97	Boston, Hartford and Erie:							
Alexandria and Fredericksburg:						1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....	
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	39
Allegheny Valley:						1st Mortgage, guar. by Erie.....	5,000,000	7	"	"			241	
General Mortgage.....	3,967,000	7.5	Jan. & July.	New York.	1896	113	Mass. L. (sec'd by \$4,000,000 Br.)	3,000,000	7*	"	"	Boston.	1899
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.		Boston and Lowell:								
1st M. E. Ext. guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	100	Bonds (Wharf Purchase).....	250,000	8	Apr. and Oct.	Boston.	1879	101	
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	27	Bonds of 1872 for \$1,000,000.	998,500	7	"	"	1892	113	
American Central:						Bonds of 1875.....	500,000	8	Mar. and Sept.				113	
1st Mort., guar. by C. B. & Q.	386,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	8	Jan. and July.			1596	105
Androscoggin:						Boston and Maine:								
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1888 (coup. and reg.)	3,200,500	7	Jan. and July.	Boston.	'92-'93	117
Arkansas Central (narrow gauge):	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	..	Boston and New York Air Line:							
Ashtabula, Youngstown & Pitts.						1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102		
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Boston and Providence:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Bonds to purchase P. W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	118
Atchison and Nebraska:						Brunswick and Albany:								
1st Mortgage.....	3,760,000	8	March & Sept.	Boston.	1896	21	1st Mort. (gold) end. by G. tax fr.	3,530,000	6*	Apr. and Oct.	New York.	1908	....
Atchison, Topeka and Santa Fe:						2d Mort. sinking fund gold.....	2,350,000	7*	"	"			....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	114	Buffalo, Bradford and Pittsburg:							
Land Grant Mortgage (gold).....	3,366,000	7*	April & Oct.	Boston.	1900	114	General Mortgage.....	580,000	7	Jan. & July.	New York.	1898	....
1st Mort. (Wichita Br.) trans. guar.	412,000	7	Jan. & July.	"	1902	....	Buffalo, Corry and Pittsburg:						
Pottawatomie Land Grant.....	439,000	7	May & Nov.	N. Y. or Bost.	1879	111	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....
Consol. Second Mort. (gold).....	3,385,000	7*	April & Oct.	"	1903	115	Buffalo and Erie:							
Land Income bonds.....	450,500	12	Jan. & July.	Boston.	....	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....	
Atlanta and Richmond Air Line:						Mort. bonds ("")	300,000	7	March & Sept.	"	1886	....	
1st Mortgage (guar. by Georgia)	4,248,000	8	Jan. & July.	New York.	1900	50	Mort. bonds ("")	2,844,000	7	Apr. and Oct.	"	1898	116	
Atlantic and Great Western:						Buffalo and Jamestown:								
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Mortgage.....	1,000,000	6*	.....	New York.	1902	...
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Buffalo, New York and Erie:						
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mortgage Renewal Bonds.....	2,380,000	7	June & Dec.	New York.	1916	111
Atlantic and Gulf:						Buffalo, New York & Phila.:								
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	68	1st Mortgage.....	2,206,000	6*	Jan. & July.	New York.	1896	98	
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	2d Mortgage for \$1,000,000.	231,500	10	"	"	1893	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Burlington, Cedar Rapids & Nor.	6,500,000	5	June & Dec.	New York.	1908	72
Atlantic and Lake Erie:						1st Mort. (Minn. & St. Louis)	154,000	7	Jan. & July.	"	1911	....	
1st Mort. (gold) for \$5,000,000.						Burlington and Missouri River:								
Atlantic, Miss. and Ohio (428 m.):						Land and R. R. Mortgage.....	4,038,250	7	April & Oct.	N. Y. & Bost.	1898	115		
1st Mortgage for \$15,000,000.	5,470,000	7*	April & Oct.	New York.	1901	Stock (common) Bonds.....	286,500	8	April & Oct.	N. Y. & Bost.	1879	104		
2d Mort. to State (no int. till '80).	4,000,000	.....		"	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	106		
Atlantic and Pacific:						Stock (common) Bonds.....	370,500	8	"	"	1890	...		
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	Burlington and Mo. Riv. in Neb.								
2d Mortgage for \$2,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	1st Mortgage convertible.....	5,927,000	8	Jan. & July.	N. Y. & Bost.	1898	117		
1st Mort. (No. Pac. R. R.) assumed.....	7,188,000	6*	Jan. & July.	"	1888	Bonds convertible until 1882.....	600,000	8	"	Boston.	1893	113		
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	Consolidated Mortgage.....	.....	6	.....	Boston.	....	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	"	1901	Burlington and Southwestern:							
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	1st Mortgage (\$20,000 per mile)	1,500,000	8	May & Nov.	Boston.	1891	13		
Income Bonds (for funding)	529,600	6*	"	"	1883	Cairo and Fulton (Arkansas):								
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....	
Atlantic and St. Lawrence:						Cairo and Vincennes:								
Sterling bonds (not Mort.) of 1853.	454,000	6*	May & Nov.	London.	1878	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	...		
2d Mortgage (sterling) of 1854.	1,300,000	6*	April & Oct.	"	1884	1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1908	....	
3d Mortgage (sterling) of 1871.	713,000	6*	May & Nov.	Portland.	1891	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1895	....	
Portland City Bonds, 1st M., a. l.	787,000	6	"	"	1881	California Pacific:								
Bald Eagle Valley:						1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1890	...		
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	Extension, or 2d Mortgage	3,500,000	7*	"	"	1890	...		
2d Mortgage.....	100,000	7	"	"	1884	2d Income, or double track bds.	1,600,000	6*	Jan. & July.		1901	....	
Baltimore and Ohio:						Camden and Amboy:								
Loan of 1850-'50.....	575,000	6	Jan. & July.	Baltimore.	1880	Loan of 1853.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103		
Loan of 1855-'55.....	1,710,000	6	April & Oct.	"	1886	Loan of 1859.....	866,000	6	June & Dec.	Princeton.	1889	103		
Loan of 1855-'59 (Bal.) skg fd.	3,151,122	6	Jan. & July.	"	1890	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1899	114		
Loan of 1870-'75 (skg.) skg. fund.	3,278,956	6*	March & Sept.	London.	1895	Sterling Loan, S. F. (\$2,622,000)	1,236,000	6*	Feb. & Aug.	London.	1880	....	
Loan of 1872-1902 (skg.) S. F.	9,029,852	6*	"	"	1902	Camden and Atlantic:								
1874,500	6*	May & Nov.	"	"	1910	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1883	115		
Baltimore and Potomac:						2d Mortgage.....	500,000	7	April & Oct.	"	1879	104		
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	Camden and Burlington County:								
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	105		
Bangor and Piscataqua:						Canada Southern:								
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	1st Mort. (skg. fdg'd for \$9,000,000)	9,000,000	7*	Jan. & July.	New York.	1905	90		
1st Mort. (Banger loan) extens'n Bay City and East Saginaw:	120,000	7	"	"	1901	Cape May and Millville:								
1st Mort. guar. by F & P. Mrq. Co. Bedford and Bridgeport:	100,000	10	Jan. & July.	Detroit.	1886	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95	
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	Carbondale and Shawneetown:								
Belfast and Moosehead Lake:						1st Mortgage.....	200,000	7*	Jan. & July.					
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	Carthage and Burlington:								
Bellefontaine and Snow Shoe:						1st Mort. guar. by C. B. and Q.	250,000	8	May & Nov.	New York.	1879	101		
Bellefontaine and Indiana:						Catawissa:								
1st Mort. ass'd by C. O. C. & I.	453,000	7	Jan. & July.	New York.	1899	1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1883	...		
Bellefontaine and Southern Illinois:						1st Mortgage (new)	1,200,000	7	"	"				

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C&NW):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York	1891	100	2d Mort. (now 1st) guar. C&NW	863,240	7	Jan. & July.	Boston	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	"	1894	101	3d Mort. (now 2d) guar. C&NW	211,500	7	Feb. & Aug.	New York	1892	...
1st Mortgage 3d Div. \$16,000 p.m.	2,400,000	7	May & Nov.	" "	1916	107	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,300,000	7*	May and Nov.	N.Y. or Lond.	1899	...
1st Mort. (Atch. & Pike's Peak).	1,800,000	6*	May & Nov.	New York	1895	...	1st Mort. 2d series ("")	2,000,000	7*	" "	"	1900	...
3d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1896	...	1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York	1899	...
Central of Georgia:							2d Mortgage (Peninsular.)	840,000	7	Feb. and Aug.	"	1881	...
General Mort. for \$5,000,000.	2,232,000	7	Jan. & July.	N.Y. & Savan.	1893	...	Consolidated Mortgage.	12,000,000	6*	" "	"	1903	...
Macon & West (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah	1890	...	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York	1898	114
1st Mortgage, gold \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold \$4,000 p.m.	925,000	7*	April & Oct.	" "	1901	...	1st Mortgage.	477,000	8	March & Sept.	Boston	1889	...
Central of L. I. (Flush, N.C. & C.):							1st Mortgage.	7,500,000	8	Jan. & July.	"	1890	100
1st Mortgage.	1,275,000	7	May & Nov.	New York	1889	...	1st Mortgage.	1,350,000	8	May & Nov.	"	1891	...
Central of New Jersey:							1st Mortgage (Branch.)	1,325,000	8	March & Sept.	"	1892	...
Convertible bonds of 1872.	4,400,000	7	May & Nov.	New York	1902	106	Chicago, Milwaukee and St. Paul:						
1st Mort. New for \$5,000,000.	5,000,000	7	Feb. & Aug.	" "	1890	116	1st Mort. (La Crosse Division.)	6,800,000	7	Jan. & July.	New York	1893	110
Newark Branch Bonds.	600,000	7	Jan. & July.	" "	1887	...	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	110
Loan of Leb.C. & Nav. Co. (am'd)	2,310,000	6	J. A. J. & O.	Philadelphia	1897	...	1st Mort. (East. Div. Palmer.)						
Consl. Mort. for \$25,000,000.	15,000,000	7	" "	New York	1899	103	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	108
Central Ohio (B. and G.):							1st Mort. (Minnesota Central.)	190,000	7	" "	"	1894	...
1st Mortgage guaranteed.	2,500,000	6	March & Sept.	Baltimore	1890	106	1st Mort. (St. Paul Division.)	4,000,000	7*	" "	"	1902	109
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	640,000	7	" "	"	1899	104
1st Mort., 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York	'95-'98	109	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	122
Convertible 20 years bonds, gold	1,483,000	7*	" "	"	1883	102	2d Mort. ("")	1,815,000	7*	" "	"	1898	108
State Aid B'ds (Int. by State Govt.)	1,500,000	7*	" "	Sacramento	1884	106	1st Mort. (Hast. and Dak. Div.)	213,000	7	Jan. & July.	"	1902	106
2d Mort. (Govern't Subsidy)	27,885,680	6	" "	U.S. Treasury	'95-'99	104	1st Mort. (Mil. and Western.)	234,000	7	Jan. & July.	"	1891	...
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York	1899	104	2d Mortgage.	600,000	7	April & Oct.	"	1884	100
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	"	'88-'92	58	Equipment and Bridge Bonds.	219,000	10	June & Dec.	"	1883	...
1st Mort. (S. Fr., Okid & Ala.)	500,000	6	" "	"	"	Consl. Mort. for \$35,000,000.	5,861,000	7	Jan. & July.	"	1905	103	
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	" "	"	Chicago and Northwestern:							
Land bonds (Con. Pac. Co.) gold	8,704,000	6*	" "	"	1890	100	Preferred sinking fund (193 m.).	1,214,100	7	Feb. & Aug.	New York	1885	108
Central Vermont:							General 1st Mortgage (193 m.).	3,477,500	7	" "	"	1885	108
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston	1886	10	Funded coupons (193 m.).	705,600	7	May & Nov.	"	1883	105
2d Mort. Consol. (".")	1,500,000	7	June & Dec.	"	1891	28	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	106
1st Mort. (Stan. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28	Green Bay Ext. (26m & 76,000 a.)	235,000	7	" "	"	1885	106
Income and Extension Bonds.	1,008,000	7	May & Nov.	"	1902	25	Elgin and State Line.	114,503	6	Jan. & July.	"	1878	...
Equipment Mort. (Vt. Central).	1,000,000	8	" "	"	'76-'77	40	Mississippi River Bridge.	168,000	7	" "	"	1884	...
Equipment Mort. (".")	1,000,000	8	" "	"	1889	28	1st Mortgage (Peninsular.)	272,000	7	March & Sept.	"	1898	116
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	26	Consl. skg fund (C. & N.W.R'y)	4,693,000	7	F. M. A. & N.	"	1915	119
Mississiquoi R. R. (".")	500,000	7	" "	"	1891	...	General Consol. Gold Bond.	12,343,000	7*	June & Dec.	"	1902	108
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	...	1st Mort. S. F. (Madison Ext.)	3,150,000	7*	April & Oct.	"	1911	...
Charleston and Savannah:							1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	...
1st Mortgage guar. by State.	505,000	6	March & Sept.	Charleston	1877	...	1st Mort. (Chic. & Mil. R. W. R'y) guar.	1,700,000	7	Jan. & July.	"	1898	...
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	...	1st Mort. (Bel. & Mad. R. R.) guar.	249,000	7	" "	"	1888	...
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. B. & Q.):						
1st Mortgage.	1,810,500	7	Jan. & July.	New York	1895	71	1st Mortgage \$26,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston	1908	...
2d Mortgage.	500,000	7	April & Oct.	Baltimore	....	...	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York	1901	...
Charters:							Chicago, Rock Island and Pacific:						
1st Mort. guar. by Penna.	500,000	7	April & Oct.	Philadelphia	1901	100	1st Mortgage skg. fund.	124,000	7	Jan. & July.	New York	1896	...
Charter and Darlington:							Branch Bonds Sinking Fund.	916,000	6	Feb. & Aug.	"	1895	109
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston	1888	...	New mort. bonds for \$12,500,000	3,920,000	6	Jan. & July.	"	1917	113
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	...	Chi. & Southwes'n C. R. L. & Pac.:						
Cherry Valley, Sharon and Alb.:							1st Mort. gold, tax free.	5,000,000	7*	May & Nov.	New York	1889	...
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York	1899	...	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	...
Chesapeake and Ohio:							Chicago and Superior:						
1st M. (gold) skg fd for \$15,000,000.	15,000,000	6*	May & Nov.	New York	1900	31	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York	1900	...
1st Mort. Extension (con. or reg)	5,426,000	7*	Jan. & July.	"	1892	...	Ogillicio and Brunswick.						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	"	1880	...	1st Mort., guar. by St. L. K. C. & N.	500,000	8	Jan. & July.	New York	1894	...
2d Mort. ("") coupon.	902,000	6	" "	"	1884	...	Cincinnati, and Baltimore:						
Income ("") coupon.	300,000	8	" "	"	1876	...	1st Mort. guar. by B. & D. & M. C.	500,000	7	Jan. & July.	Baltimore	1900	98
Funded Interest, coupon.	160,500	6	" "	"	1877	...	Cincinnati, Hamilton and Dayton:						
Cheshire:							1st Mort. of 1863.	1,214,000	7	May & Nov.	New York	1880	101
Coupon bonds (no Mort.)	818,700	6	Jan. & July.	Boston	'77-'78	100	2d Mortgage of 1865.	496,000	7	Jan. & July.	"	1885	...
Chester Creek (Phil. & Balt. Cent.):							Consl. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	...
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	...	1st Mort., guar. for \$2,500,000.	1,846,000	7	Jan. and July.	New York	1903	108
Chester and Tamaroa:							Cincinnati, Lafayette and Chi.:						
1st Mort.	680,000	7*	May & Nov.	New York	1901	...	1st Mort.	1,213,000	7	May & Nov.	New York	1880	101
Chicago and Alton:							2d Mortgage of 1865.	496,000	7	Jan. & July.	"	1885	...
1st Mort.	2,400,000	7	Jan. & July.	New York	1893	118	Consl. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	...
2d Mortgage Income.	1,100,000	7	April & Oct.	"	1883	105	Cincinnati, Hamlin and Dayton:						
Consl. Bonds (\$200 stg. each).	4,379,450	6*	Jan. & July.	London	1903	...	1st Mort. of 1863.	1,213,000	7	May & Nov.	New York	1880	101
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York	1894	109	2d Mortgage of 1865.	496,000	7	Jan. & July.	"	1885	...
2d Mort. ("")	188,000	7	Jan. & July.	"	1898	...	Consl. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	...
1st Mort. (Louisiana and Mo.)	1,851,000	7	Feb. & Aug.	"	1900	...	1st Mort., guar. for \$2,500,000.	1,846,000	7	Jan. and July.	New York	1903	108
Chicago, Burlington and Quincy:							Cincinnati, Lafayette and Chi.:						
Trust Mortgage skg fund.	2,570,000	8	Jan. & July.	New York	1883	112	1st Mort.	1,120,000	7*	March & Sept.	New York	1901	75
Trust Mortgage, skg fund conv.	150,000	8	" "	"	1883	...	Cincinnati and Martinsville:						
Loan of 1872.	653,000	7	April & Oct.	"	1890	...	1st Mort., guar. by L. C. & L. F.	400,000	7	Feb. & Aug.	New York	1905	...
Bonds of 1875. Sinking Fund.	1,918,476	7	Jan. & July.	Boston	1896	117	Cincinnati and Springfield:						
Consl. Mortgage for \$30,000,000.	10,132,000	5	June & Dec.	"	1895	98	1st Mort.	1,500,000	7	Jan. and July.	New York	1901	...
1st Mort. (Am. Gen. R.R.) guar.	380,000	8	" "	"	1893	...	2d Mortgage.	1,800,000	7*	June & Dec.	New York	1921	...
1st Mort. (Car. and Burl.) guar.	266,000	8	May & Nov.	"	1879	...	1st Mortgage.	1,072,300	7	June & Dec.	New York	1890	36
1st Mort. (Ill. Gr. & Han.) guar.	565,500	8	Jan. & July.	"	1899	...	1st Mort. (San. Day. & Cin. S.F.)	988,000	6	Feb. & Aug.	Boston	1900	

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Cleveland and Pittsburg (Pa. Co.): Construction and Equip. bonds.....	600,000	7	Jan. and July	New York.	1918	...	Detroit & Bay City (Mich. Cent.): 1st Mort. (\$424,000 guar.).....	2,500,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	8	" "	"	1892	110	Detroit, Eel River and Illinois: 1st Mortgage for \$23,000 p.m.	1,061,000	8	Jan. & July.	New York.	1891	...
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	116	2d Mortgage	500,000	7	May and Nov.	"	1888	...
Clev., Painesville & Ashtabula: Reg'dt'd bds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103	Detroit, Hillsdale and Indiana: 1st Mort. \$18,000 p. m. guar....	1,170,000	8	June & Dec.	New York.	1907	...
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115	2d Mortgage, (couron) guar....	300,000	8	Jan. & July.	"	1881	...
Cleveland and Toledo: 1st Mort. s.f. (ass'd by LS&MS.)	1,505,000	7	Jan. & July.	New York.	1885	109	Detroit, Lansing and Northern: 1st Mortgage.....	1,307,000	7	Jan. & July.	Boston.	1907	105
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	109	1st Mort. (Ionia and Lansing)	770,000	8	" "	New York.	1899	...
Ueckebrookdale: 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	40	2d Mort. (" ")	81,000	8	May & Nov.	"	1880	...
Colorado Central (3 ft. gauge): 1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	...	Detroit & Milwaukee (St. W. of Ca.): 1st Mortgage, (D. & M. R. Y.)	2,500,000	7	May & Nov.	New York.	1875	...
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1903	62	2d Mortgage (" ")	1,000,000	8	" "	"	1875	...
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1909	20	1st Funded Coup. (D. & M. R. R.)	625,924	7	Jan. & July.	" "	1875	...
Income convertible.....	3,893,000	7	" "	" "	1890	...	2d Funded Coup. (" ")	375,734	7	May & Nov.	" "	1875	...
1st Mort. (Ohio and Gt. Eastern)	461,000	7	April & Oct.	" "	1888-90	...	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	...
2d Mort. (" ")	344,400	7	Jan. & July.	" "	1880	...	2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	...
1st Mort. (Cin. and Chl. Air-L.)	184,100	7	Web. & Aug.	" "	1890	...	3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1880	...
1st M. s.f. (" ")	39,650	5	May & Nov.	" "	1896	...	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1880	...
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	...	Bonds of June 30, 1866.....	1,702,317	6	Jan. & July.	" "	1886	...
2d Mort. (" ")	821,100	10	May & Nov.	" "	1904	...	Detroit, Mon. & Tol. (L. Sh. & M. S.): 1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1906	111
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1888	...	2d Mortgage	563,500	8	Jan. & July.	New York.	1889	101
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	...	Dixon, Peoria and Hannibal: 1st Mort. guar. by C. B. and Q.	586,000	7	" "	New York.	1883	104
1st Mort. (Tol. Loganap't & Bur.)	584,500	7	Feb. & Aug.	" "	1884	...	2d Mortgage 1st division.....	296,000	7	Jan. & July.	New York.	1883	104
Income (" ")	74,024	7	" "	" "	1884	...	Dubuque and Sioux City: 1st Mortgage 2d division.....	586,000	7	" "	"	1894	106
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	...	Dubuque Southwestern: 1st Mortgage	450,000	7	April & Oct.	New York.	1883	...
Columbus, Springfield and Cin.: 1st M. (assumed by Cin. S. & O.)	1,000,000	7	March & Sept.	New York.	1901	...	2d Mortgage	75,500	7	Jan. & July.	"	1883	...
Columbus and Hocking Valley: 1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	...	Dunkirk, Allegheny Val. & Pittsb.: 1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	...
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	...	Dutchess and Columbia: 1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1905	...
General Mortgage.....	634,000	7	" "	" "	1892	...	East Alabama and Cincinnati: 1st Mort. endorsed by Alabama	400,000	8	Jan. & July.	"	1890	...
Columbus and Xenia: 1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	...	East Brandywine & Waynesboro: 1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	...
Connecticut and Passumpsic Riv.: New Mortgage for \$1,500,000	1,263,600	7	April & Oct.	Boston.	1893	105	1st Mortgage, guaranteed.....	405,900	7	March & Sept.	Philadelphia.	1888	111
Coupon Notes.....	123,000	7	June & Dec.	" "	1891	100	East Tennessee, Virginia & Ga.: 1st Mort. skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	98
1st Mort. (Massawippi) guar. gold	400,000	6	Jan. & July.	" "	1889	83	2d Mortgage	100,000	4	" "	"	182-87	...
Connecticut River: 1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	...	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1883	...
Connecticut Valley: 1st Mortgage.....	.....	6	March & Sept.	" "	1887	...	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
Connecticut Western: 1st Mortgage tax free	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	20	Company Bonds (K. T. & Ga., old)	635,000	6	" "	"	50-55	...
Connecting (Philadelphia): 1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234	112	Company Bonds (" new)	135,400	6	" "	"	1876	...
Cooperstown and Susq. Valley: 1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	...	Eastern Mass.: 1st Mort. (Essex R.R.) assumed	104,400	6	March & Sept.	Boston.	1886	90
Cowanesque Valley: 1st Mortgage, gold	25,000	7	Jan. & July.	New York.	1902	...	Loan of 1867 .....	...	7	" "	"	1887	...
2d Mortgage	160,000	7	May & Nov.	" "	1882	...	Loan of 1868 .....	...	6	" "	"	1888-90	...
Cumberland & Penn. (Consol. Coal): 1st Mortgage	803,500	6	March & Sept.	New York.	1891	...	Loan of 1869 .....	...	6	May & Nov.	"	1889	...
2d Mortgage, sinking fund.....	648,000	5	May & Nov.	" "	1888	...	Ten year coupon notes .....	...	7	" "	"	1882	...
Cumberland Valley: 1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	...	Ten year coupon notes .....	...	7	" "	"	1882	...
Danbury and Norwalk: Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	...	Sinking Fund Bonds .....	...	7	May & Nov.	"	1884	...
Mortgage Bonds of 1870	200,000	7	" "	" "	1890	...	Sterling Sink. Fd. Bonds	3,049,200	6	March & Sept.	London.	1893	...
Mortgage Bonds of 1872	200,000	7	" "	" "	1892	...	Certif. of Indebt. Sept. 1, 1875	12,675,000	8	" "	Boston.	1906	69
Danv., Hazleton & Wilkesbarre: 1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Eastern Shore (Md.): 1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	...
2d Mortgage	300,000	7	" "	" "	1886	...	2d Mortgage	200,000	6	April & Oct.	"	1880	...
Plain bonds	81,800	6	" "	" "	1884	...	Erie Railway: 1st Mortgage, extended	2,488,000	7	May & Nov.	New York.	1897	118
Danbury and Norwalk: Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	...	2d Mortgage	2,174,000	7	March & Sept.	"	1879	106
Mortgage Bonds of 1870	200,000	7	" "	" "	1890	...	3d Mortgage	4,852,000	7	" "	"	1883	111
Mortgage Bonds of 1872	200,000	7	" "	" "	1892	...	4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	116
Danv., Hazleton & Wilkesbarre: 1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	113
2d Mortgage	300,000	7	" "	" "	1886	...	Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	" "	1891	...
Income Bonds .....	.....	7	April & Oct.	New York.	1909	...	Sterling loan (\$1,000,000) corv.	4,457,714	6	March & Sept.	London.	1875	...
Dayton and Western (L. M. R. R.): 1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	...	1st Consol. Mort. for \$30,000,000	12,076,000	7	June and Dec.	NY & London.	1920	...
Decatur, Sullivan and Mattoon: 1st Mortgage	495,000	6	Jan. & July.	" "	1897	...	2a Consol. Mort. for \$40,000,000	14,400,000	7	Jan. & July.	London.	1894	...
Delaware and Bound Brook: 1st Mortgage	500,000	8	March & Sept.	New York.	1901	...	Convertible bonds	10,000,000	7	J. A. J. and O.	London.	1903	...
Delaware (P. W. and Balt.): 1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1885	107	Erie and Pittsburg (Penn.): 1st Mortgage	292,200	7	Jan. & July.	New York.	1882	...
1st Mortgage extension	100,000	6	" "	" "	1880	...	2d Mortgage	92,800	7	April & Oct.	"	1890	...
Delaware, Lackaw. & Western: 2d Mortgage	1,683,000	7	March & Sept.	New York.	1881	107	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1888	85
Convertible Bonds	600,000	7	June & Dec.	" "	1892	104	Equipment Mortgage	750,000	7	April & Oct.	"	1890	...
Consol. Mortgage Bonds	3,067,000	7	March & Sept.	" "	12/07	109	European & N. American (Mo.): Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	...
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. & Oct.	" "	1880	...	1st L.M. (4th on 59, 42d on 55m)	2,000,000	6	March & Sept.	New York.	1899	...
1st M. Ext. (" ")	370,000	7	March & Sept.	" "	1885	...	Evansville and Crawfordsville: 1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York.	1887	...
Denver & Boulder Val. (Den. Pac.): 1st Mortgage	550,000	7	May & Nov.	Kansas City.	1900	...	1st Mortgage (109 m.)	636,000	7	May & Nov.	"	1887	...
Denver Pacific: 1st Mortgage, gold, land grant	2,493,000	7	May & Nov.	New York.	1899	...	1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	"	1880	...
Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg. fund tax free	3,024,500	7	May & Nov.	N. Y. L. & Ama.	1900	904	Evansville, Terre Haute & Chi.: 1st Mortgage, gold	775,000	7	May & Nov.	New York.	1900	...
Des Moines and Ft. Dodge: 1st Mortgage (corporation)	2,400,000	6	Jan. & July.	New York.	1904	...	Fall River, Warren & Prov. (B&P): 1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
			When.	Where.	Due.					When.	Where.	Due.	
Florida	\$						Huntingdon and Broad Top Mt.	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1898	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia	1890	112
Flushing, North Shore and Cent.							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1896	103
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York	1899	....	Consolidated Mortgage.....	1,385,000	7	April & Oct.	"	1895	28
2d Mort. (" ")	400,000	7	" "	"	1900								
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	" "	1902		Illinois Central:						
2d Mort. (")	200,000	7	May and Nov.	" "	1903		Redemption bonds, currency....	2,500,000	6	April & Oct.	New York	1890	....
1st Mort. (Cent. R. K. Ext'n.)	140,000	7	Feb. & Aug.	" "	1895		Sterling Bonds, £500,000	2,500,000	6*	" "	London	1903	....
1st Mort. (North Shore).....	93,000	7	Jan. & July.	" "	1893		Sterling Bonds, Sinking Fund.	4,504,000	5*	" "	"	1903	....
1st Mort. (Whitestone & W.)	25,000	7	Mar. & Sept.	" "	1890		Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Fonda, Johnstone's, Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York	1890	....	1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston	1890	111
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York	1901	....
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York	1890	42	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York	1903	....
Fort Wayne, Muncie & Cinc.:							Indians, Bloomington & West:						
1st Mortgage.....	1,000,000	7*	April & Oct.	Boston	1890	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York	1906	34
2d Mortgage.....	500,000	8	" "	"	1890	89	1st Mortgage Extension gold..	5,500,000	7*	Jan. & July.	" "	1912	....
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	" "	" "	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston	1890	92	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	" "	"	1883	89	1st Mort. assumed by J. M. & I.	387,000	7	May & Nov.	New York	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York	1908	....
Fremont, Elkhorn & Mo. (S.O. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
1st Mortgage.....	600,000	7	April & Oct.	.....	1901	31	International and Gt. Northern:						
Galena & Chicago Union (C. & N. W.):							1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York	1911	15
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York	1882	108	Convertible B'ds (" ")	1,473,000	8	Feb. & Aug.	" "	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	" "	1900	74
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	22
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,403,000	7*	Jan. & July.	New York	1890	80	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	" "	1899	....
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	1883	....
Georgia (and Banking):							Equipment Bonds, registered.	378,000	10	" "	" "	1865	....
Company bonds (debentures)....	500,000	7	Jan. & July.	Augusta	" 75-90	....	1st Mort. (Ind. & C. & Cin.) 1888.	1,800,000	7	April & Oct.	" "	1888	....
Hawaii, Clinton & Springfield:							1st Mort. (Clin. & Indiana).....	499,000	7	June & Dec.	" "	1862	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (" ") guar.	1,497,000	7	Jan. & July.	" "	17-82	....
2d Mortgage gold.....	1,000,000	7*	Jan. & July.	" "	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York	1919	68
1st Mortgage.....	246,500	7	Jan. & July.	New York	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	" "	1919	....
Grand Rapids and Indiana:							1st Mortgage.....	2,000,000	7	April & Oct.	" "	1919	....
1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York	1899	97	2d Mortgage.....	1,000,000	7	" "	" "	1900	....
1st Mort. L. G. not guar. gold..	3,224,000	7*	April & Oct.	" "	1899	85	Equipment Mortgage.....	378,000	10	Jan. & July.	" "	1881	....
Grand River Valley (Mich. C.):							Ionia and Lansing (D. L. & L. M.):						
1st Mort., assumed by Lessees..	1,000,000	8	Jan. & July.	New York	1888	101	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York	1890	110
2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	" "	1879	94	2d Mortgage " "	81,000	8	May & Nov.	" "	1886	....
Grand Trunk (Ca.):							Iowa Falls and Sioux City:						
Equipment Bonds £500,000....	2,500,000	6*	April & Oct.	London	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York	1917	109
Equipm't Bonds No. 2 £250,000	2,500,000	6*	Jan. & July.	" "	1920		2d Mortgage.....	1,350,000	8	April & Oct.	New York	1900	113
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	" "	Perp.		Iowa Midland (C. & N. W.):						
1st Preference Bonds £2,218,149	16,090,746	5*	Jan. & July.	" "	Irrad.		1st Mort. £18,000 p.m., guar.....	100,000	7	May & Nov.	Philadelphia	1875	....
2d Preference Bonds £2,327,808	11,659,040	4*	" "	" "	"		1st Mortgage.....	60,000	7	Jan. & July.	New York	1890	110
3d Preference Bonds £1,163,910	35,819,580	5*	" "	" "	"		2d Mortgage.....	81,000	8	May & Nov.	" "	1891	....
Provincial Debent'ls £2,111,500	15,587,500	4*	" "	" "	"		Iowa Falls and Sioux City:						
Great Western of Canada							1st Mort.	2,960,000	7	April & Oct.	New York	1917	109
Mortgage Bonds £127,000....	635,000	6	Jan. & July.	London	1876	....	2d Mortgage	81,000	8	Jan. & July.	" "	1891	....
Mortgage Bonds £547,000....	2,736,000	5	April & Oct.	" "	177-78		Iowa Midland (C. & N. W.):						
New Bonds £1,600,000....	5,000,000	6	June & Dec.	" "	1890		1st Mort. (Northern Ext.) guar.....	1,277,000	8	Jan. & July.	New York	1885	99
Debenture Bonds £1,143,160....	8,715,000	5	Jan. & July.	" "	Perp.		Consolidated Mortgage (236 m.):	857,000	8	May & Nov.	" "	1890	....
Great Western Railway of Canada:							1st Mort.	2,011,000	8	March & Sept.	" "	1891	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York	1888	106	Jacksonville, North West & S. East:						
2d Mort., " " "	2,500,000	7	May & Nov.	" "	1893	85	1st Mortgage.....	610,000	7	Jan. & July.	New York	1902	....
Green Bay and Minnesota:							2d Mortgage.....	472,000	7	Jan. & July.	New York	1880	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	.....	1900	....	Jacksonville, Pensac. and Mobile:						
Greenville and Columbia:							1st Mortgage.....	3,000,000	8	" "	" "	1890	....
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia	'81-'86	....	2d Mortgage.....	483,000	7	Jan. & July.	New York	1897	....
1st Mortgage not guaranteed....	376,736	7	" "	" "	"		3d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	....
Greenwich and Johnsonville:							Jefferson (Erle):						
1st Mortgage.....	186,000	7	May & Nov.	New York	1889	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York	1887	90
Gulf, Western Texas and Pacific:							2d Mort. (" ").....	84,000	7	" "	" "	1889	....
1st Mortgage (Construction)....	1,326,000	7*	Jan. & July.	.....	1902		Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York	1898	33	2d Mortgage consol.....	2,000,000	7	Jan. & July.	" "	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	" "	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York	1890	99	Jersey City and Albany:						
2d Mortgage.....	250,000	7	" "	" "	1892	76	1st Mortgage.....	256,000	7*	Jan. & July.	New York	1913	....
Hannibal and St. Joseph:							2d Mortgage.....	300,000	7	May & Nov.	" "	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York	'87-'94	105	Jersey City and Ridgefield Park:						
Missouri State Loan.....	1,500,000	6	" "	" "	"		1st Mort. (Ridgefield Park).....	300,000	7	Jan. & July.	New York	1892	....
Fifteen years' bonds (271 m.):	4,000,070	8	March & Sept.	" "	1886	140	Joliet and Chicago (C. & Alton):						
1st Mort. (Q. & Palm. R.R.) 15 m.	800,000	8	Feb. & Aug.	" "	1892	....	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York	1882	105
1st Mort. (K. City & Cam. RR) 65 m.	1,200,000	10	Jan. & July.	" "	1886	113	Junction, Philadelphia:						
General Land Mortgage (277 m.):							1st Mortgage, guaranteed.....	500,000	8	Jan. & July.	Philadelphia	1882	108
Harlem Extension:							2d Mortgage, not guaranteed....	300,000	8	April & Oct.	" "	1900	103
1st Mortgage.....	4,000,000	7	Jan. & July.	New York	1890	....	Junction and Breakwater:						
Harrisburg & Lancaster:							1st Mort. guar. by Delaware...	352,000	8	Jan. & July.	New York	1890	....
1st Mortgage, guar. by Pa. R. R.	700,000	8	Jan. & July.	Philadelphia	1883	107	Kalamazoo, Allegan & Grand Rapids:						
Hartford, Providence and Fishkill:							1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York	1888	95
1st Mort. (B. & L. 26.32 m.) skg fund	451,000	7	Jan. & July.	Providence	1876	....	Kalamazoo and Schoolcraft:						
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford	1876	....	1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York	1887	....
Holly, Wayne & Monroe (F&P.M.):							Kalamazoo, & S Haven (M. Cen.):	640,000	8	May & Nov.	New York	1889	99
1st Mortgage guar. w/ free....	1,000,000	8	Jan. & July.	New York	1901	....	2d Mortgage.....	70,000	8	" "	" "	1889	....
Holyoke and Westfield:							Kalamazoo & White Pigeon:						
1st Mortgage.....	0,000	7	April & Oct.	Boston	1891	....	1st Mort. assumed by L.S. & M.S.:	400,000	7	Jan. & July.	New York	1890	100
Houstonian:							Kansas City and Cameron:						
2d Mortgage.....	100,000	1	Feb. & Aug.	New York	1886	....	1st Mort., ass'd by Han. & St. Jo. Kan. City, St. Jo. & Coun. Bluffs:	1,200,000	10	Jan. & July.	New York	1886	109
2d Mortgage of 1868.....	300,000	8	April & Oct.	Bpt. & East	1890	....	2d Mort. (C. & St. Jo. 52 m.):	500,000	7	Jan. and July.	N. Y. & Bost.	1880	100
Equipment Bonds.....	152,000	7	.....	Bridgeport	1883	....	2d Mort. (" ")	150,000	10	" "	" "	1878	....
Houston and Texas C. ntrial:							1st Mort. (St. Jo. & CB. 78 m.) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mortgage L.G. skg fund, y'dd.	6,227,000	7*	Jan. & July.	New York	1881	92	1st Mort. (Mo. Valley 130 m.):	1,500,000	7	Feb. & Aug.	New York	1895	....
1st Mortgage (Western Div.):	2,356,000	7*	" "	" "	1892	94	Consolidated Mort. (200 m. conv.):	1,000,000	7*	Jan. & July.	" "	1895	....
St. Mort. (Waco & N. W. Div.):	940,000	7	" "	" "	1903	92	New Consol. Mort. for \$8,000,000	887,000	7	March & Sept.	" "	1899	85
Income and Indemnity bonds.....	1,350,000</												

AMERICAN RAILROAD JOURNAL.

205

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Kansas Pacific:	\$						Louisville, Cincin. and Lexington:	\$			
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1805	114 <i>i</i>	Bonds to State of Kentucky...	74,519	6	Jan. & July.	New York.
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1806	110	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"
1st M. (8d D. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1809	96	2d Mortgage for \$1,000,000....	378,000	8	April & Oct.	"
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	"1-'76	...	Louisville Loan.....	100,000	6	Jan. & July.	"
1st Mort. (2,000,000 acres)gold..	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	40 <i>i</i>	1st Mort. (Louisville & Frankf't)	32,000	6	"	"
2d Mort. (")gold..	1,500,000	7*	March & Sept.	"	1886	25	1st Mort. (Louis. Cln. and Lex.)	21,000	8	April & Oct.	"
1st Mort. (Leavenworth Branch).....	600,000	7	May & Nov.	U. S. Treas.	"95-'97	...	1st Mortgage (Shelby R. R.)...	88,500	8	June & Dec.	"
2d Mortgage (Govt's Subsidy).....	6,303,000	6	Jan. & July.	"	1916	...	Louisville and Nashville:				
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	...	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.
Kent County (Del.)							Mort. main office lot & buildin	80,000	7	"	Louisville.
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	...	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"
Kentucky Central:							1st Mort. (Memphis & Ohio)...	3,500,000	7	June & Dec.	New York.
2d Mort. (Cov'gton & Lexington).....	844,000	7	March & Sept.	New York.	1883	...	2,369,710	6*	Feb. & Aug.	"	
3d Mortgage.....	237,000	7	June & Dec.	"	1885	...	Consol. M. for \$8,000,000(392 m.)	7,106,000	7	April & Oct.	"
Keokuk and Des Moines:							Louisville Loan.....	849,006	6	"	"
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	90 <i>i</i>	1st Mort. (Lebanon Br.)	226,000	6	May & Nov.	"
Funded Interest.....	254,300	8	" "	"	1884	...	Louis. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100 <i>i</i>	Macon and Augusta:				
La Crosse, Trempealeau & Preoccot:							1st Mortgage end'd by Ga. R. R.	300,000	7	Jan. & July.	New York.
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	...	1st Mortgage not endorsed.....	100,000	7	"	"
Lat., Blooming & Miss. (T.W. & W.):							Construct. Mort. end'd by Ga. R.R.	370,000	7	"	"
Lat., Muncie & Bloom. (T.W. & W.):	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Macon and Brunswick:				
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.
Lake Erie and Louisville:							1st Mort. " "	600,000	7	May & Nov.	"
1st Mortgage.....	1,082,000	7	April & Oct.	New York.	1892	...	2d Mortgage.....	1,100,000	7	April & Oct.	"
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	...	Equipment Mortgage.....	150,000	7	"	"
Lake Ontario Shore:							Madison and Portage:				
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	...	1st Mort. guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.
Lake Shore & Michigan South'n:							Maine Central:				
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879	...	Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.
Consol. Mort. S. F. Reg'd.	7,926,000	7	J. A. J. & O.	"	1900	117	\$1,100,000 Loan, tax free.....	756,200	6	Jan. & July.	"
Consol. Mort. S. F. Coupor.	9,206,000	7	Jan. & July.	"	1900	117	Extenson (gold) Loan.....	494,500	6	April & Oct.	"
2d Consol. Mort. for \$25,000,000.	3,234,000	7	June & Dec.	"	1903	110	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.
Bonds of 1892 (Reg. & Coupon).....	1,393,000	7	April & Oct.	"	1882	...	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.
Reg. Mort. (Clev., Pain. & Ash.).....	1,000,000	7	" "	"	1899	118 <i>i</i>	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.
2d Mort. (").....	1,000,000	7	April & Oct.	"	1890	...	Consol. (Port. & Kennebec) Loan	1,166,700	6	June & Dec.	Boston.
1st Mort. (Mich. S. & Nor. Ind.).....	5,256,000	7	May & Nov.	"	1885	...	2d Mort. (Somerset & Kennebec) Loan	260,000	6	"	"
2d Mort. (").....	5,256,000	7	" "	"	1885	...	Bath (Androscoggin) Loan.....	633,000	6	Jan. & July.	"
1st Mort. (Cleveland & Toledo).....	1,595,000	7	Jan. & July.	"	1886	...	Mansfield & Framing. (B.C. & F.)	425,000	6	"	"
2d Mort. (").....	819,000	7	April & Oct.	"	1886	...	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.
Mort. Bonds (Buffalo and Erie).....	200,000	7	Jan. & July.	"	1882	...	Marietta and Cincinnati:				
Mort. Bonds (").....	300,000	7	March & Sept.	"	1886	...	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.
Mort. Bonds (").....	2,844,000	7	April & Oct.	"	1898	...	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.
1st M. (Detroit, Monroe & Toledo).....	924,000	7	Feb. & Aug.	"	1906	...	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"
1st M. (Kalamaz. & White Pigeon).....	400,000	7	Jan. & July.	"	1890	...	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"
1st M. (School & Three Rivers).....	100,000	8	" "	"	1887	...	4th Mortgage.....	2,004,000	8	April & Oct.	"
1st M. (Kalamaiz. & Schoolcraft).....	100,000	8	" "	"	1887	...	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"
1st M. (Kal. & Allegan & Gr. Rap.).....	840,000	8	" "	"	1888	...	Marietta, Pittsburg & Cleveland:				
1st M. (Jamesstown & Franklin).....	422,000	7	" "	"	var.	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	
2d M. (").....	500,000	7	June & Dec.	"	1894	...	1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	New York.
Lake Shore & Tuscarawas Valley:							1st Mort. (Houghton & Ont.)	2,000,000	8	Jan. & July.	"
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	...	Consolidated Mortgage.....	1,454,000	8-10	Various.	"
2d Mortgage, for \$1,000,000.....	696,000	7	" "	"	1892	...	Massawippi Valley (C. & F. R.):				
Elyria and Black Riv. b'ds ass'd.....	180,000	7	May & Nov.	"	1892	...	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.
Lake Superior & Mississippi:							Maryland and Delaware:				
1st Mort. skg fund gold tax free.....	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 <i>i</i>	1st Mortgage.....	850,000	6	May & Nov.	Boston.
2d Mort. gold tax free and conv.	3,200,000	10	April & Oct.	"	1900	...	2d Mortgage.....	150,000	6	June & Dec.	"
Income Bonds.....	3,200,000	10	" "	"	1902	...	1st Mortgage guaranteed, gold.....	100,000	7*	Jan. & July.	New York.
Lawrence (P. Ft. W. & Chl.):							Maysville and Lexington:				
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	...	1st Mortgage.....	500,000	7*	Jan. & July.	New York.
Leavenworth, Aich. & N. West'n:							2d Mortgage.....	1,000,000	7	Jan. & July.	"
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	...	1st Mortgage.....	1,314,142	6	"	"
Leaven, Lawrence & Galveston:							Income Bonds.....	600,000	10	March & Sept.	"
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	25	Memphis and Little Rock:				
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	...	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	...	2d Mortgage.....	1,000,000	8	"	"
Lehigh and Lackawanna:							Michigan Air Line (Mich. Cent.):				
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	...	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.
Lehigh Valley:							1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	114 <i>i</i>	1st Mortgage sinking fund conv.	2,179,000	8	"	"
1st Mortgage (") reg'd.	6,000,000	6	" "	"	1898	112	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	120	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"
General Mort. for \$40,000,000.....	5,000,000	6*	June & Dec.	"	1922	101	2d Mortgage.....	656,000	8	Apr. and Oct.	N. Y. & Bost.
General Mort. registered.....							Michigan Lake Shore:				
Lewisib. Centre & Spruce C. (P. & E.):							1st Mortgage.....	300,000	8	May and Nov.	New York.
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	...	2d Mortgage, convertible.....	356,000	8	April & Oct.	Boston.
Lexington & St. Louis (A. & F.):							1st Mortgage sinking fund conv.	2,179,000	8	"	"
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	...	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.
Little Miami:							1st Mort. assum'd by L.S.A.M.S.	5,256,000	7	May & Nov.	"
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97 <i>i</i>	2d Mort. " "	...	"	"	
Street Connection Bonds.....	526,000	6	Jan. & July.	Cincinnati.	1894	...	Middletown, Unionv. & W. Gap:				
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	...	Midland of Canada:				
Little Rock and Fort Smith:							1st Mortgage.....	300,000	8	Jan. & July.	New York.
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	32 <i>i</i>	1st Mortgage, tax free.....	400,000	7	May & Nov.	"
Land Grant sinking fund.....	2,000,000	7	" "	"	1905	53 <i>i</i>	2d Mortgage, sterling £335,000..	1,075,000	6*	May & Nov.	London.
Little Rock, Pine Bl. & N. Orleans:							Midland Pacific:				
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4	1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.
Little Schuylkill (Phila. & Rdg.):							Midland and Northern Ind.:				
1st Mortgage, Skg. Pd.	750,000	7	Apr. and Oct.	Philadelphia.	1877	101	1st Mortgage.....	3,000,000	7	June & Dec.	New York.
Logansport, Crawf. & S'wstn Ind.:							1st Mort. assum'd by L.S.A.M.S.	1,000,000	8	Jan. & July.	"
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	...	2d Mort. " "	...	"	"	
Long Island:							Middletown, Unionv. & W. Gap:				
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	...	Midland of Canada:				
1st Mortgage (Extension).....	175,000	7	Feb. & Nov.	Philadelphia.	1890	...	1st Mortgage.....	300,000	8	Jan. & July.	New York.
1st Mortgage (Glen Cove Br.):							1st Mort. assum'd by L.S.A.M.S.	1,000,000	8	Jan. & July.	"
General Mortgage.....	150,000	6	May & Nov.	"	1893	...	2d Mortgage.....	...	"	"	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.	
Minneapolis & St. L. (B. C. R. & N.)	\$150,000	7*	Jan. & July.	New York.	1811	75	N.O. Jack. & Gt. N. (N.O. St. L. & C.)	\$						
1st Mortgage gold, guaranteed..							1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886		
Minnesota and North Western:							2d Mortgage for \$3,000,000..	1,500,000	8	April & Oct.	"	1890		
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N.O. St. L. & Chl.):							1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915		
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	74-84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana	2,825,000	8	"	"	1915	
General Mort. for \$8,000,000 gold	3,704,500	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:						
Mississippi, Ouachita & Red Riv.:							1st Mortgage for \$12,250,000..	6,260,000	7*	Feb. & Aug.	N.Y. or Lond.	1880		
1st Mortgage gold.....	2,040,000	7*	Jan. & July.		1900	....	New York & Canada (D. & H. C.):	4,000,000	6*	May & Nov.	London.	1904	
Mississippi and Tennessee:							1st Mort. for £800,000, guar.							
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	New York Central & Hudson R.:	6,632,900	6	May & Nov.	New York.	1883	106
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....	Debt Certificates (N. Y. Cent.):	74,500	6	May & Nov.	"	1883	
Mississippi Valley and Western:							Bonds for B. & N. F. stk ("")	592,000	6	"	"	1883	104	
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate ("")	162,000	6	"	"	1883	103
Missouri, Iowa and Nebraska:							Bonds of 1854 renewed ("")	2,391,900	6	June & Dec.	"	1887	108	
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.		1910	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	
Missouri, Kansas and Texas:							1st Mort., coup. { for \$30,000,000	18,465,000	7	"	"	1903	123	
1st Mort. (U. Pac. S. Br.) skg fund	2,616,000	6*	Jan. & July.	New York.	1899	....	1st Mort., reg'd	9,733,333	6*	"	"	1903	123
1st Mort. (Teb & Neosho) S. F.	349,000	7	June & Dec.	"	1903	....	New York & Harlem:						
Consol. Land Grant skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	83	Sinking Fund Mortgage of 1861	107,704	7	Jan. & July.	New York.	1881		
First Additional Consol. Mort.	2,600,000	7	"	"	1905	....	Consol. Mort. of 1872, coupon {	10,500,000	7	May & Nov.	"	1900	123
Second Add. Consol. Mort.	1,181,000	7	"	"	1906	178	Consol. Mort. of 1872, reg... {			"	"	1900	122	
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	New York Elevated:						
Missouri River, Ft. Scott & Gulf:							1st Mortgage.....	7,000,000	7	Jan. & July.	New York.	1906	108	
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	83	N. Y. Housatonic & Northern:							
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	
Mobile and Girard:							New York, Kingston & Syracuse:							
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	"	"	1892	....	New York, N. Haven & Hartford:						
Plain bonds.....	33,500	8	"	"	1887	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	
Fobille and Montgomery:							New York and New England:							
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st mortgage, old.....	400,000	7	March & Sept.	Boston.	1884	
2d Mortgage.....	800,000	8	"	"	1900	....	1st mortg. ge, new.....	400,000	7	Jan. & July.	"	1905	110
Fobille and Ohio:							New York and Oswego Midland:							
1st Mortgage Sterling.....	5,636,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	
Interest bonds.....	1,524,300	8	"	"	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	
Sterling Interest bonds.....	769,920	6*	"	"	1883	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	3d Mort. Equipment.....	3,800,000	7	.....	"	1897	
Special Mort. (Gainesville Br'g)	55,000	8	May & Nov.	Mobile.	....	1st Mort. (West. Extension)	2,425,000	7	.....	"	1897		
2d Mortgage.....	1,453,858	8	March.	"	1877	....	Consolidated Mortgage.....	1,200,000	7	.....	"	1897	
Consol. Mort. for \$15,000,000.							New York, Providence & Boston:							
Convertible 5 per cent. bonds.....	977,560	7*	Jan. & July.	N.Y. & Lond.	1904	....	Extension Bonds.....	50,900	6	May & Nov.	New York.	1884-85	
Montclair (N. Y. and O. Mid.):							General Mort. for \$1,000,000..	1,000,000	7	Jan. & July.	"	1899	118	
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....		Norfolk & Petersburg (A. M. & O.):						
2d Mortgage.....	780,000	7	"	"	....		1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	
Income Mortgage.....	888,400	7	"	"	....		1st Mortgage.....	187,000	7	"	"	1877	55
Montgomery and Erie (Erie):							2d Mortgage.....	454,000	8	"	"	Norfolk.	1893	
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	North Carolina:						
2d "	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	210,000	8	May & Nov.	O's Shops, NC.	1888	
Montgomery and Eufaula:							North Eastern (S. Car.):							
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1890	
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	2d Mortgage.....	282,500	8	"	"	1890	
Monticello and Port Jervis:							North Missouri (St. L. K. C. & N.):							
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	109
Morris and Essex (D. L. & W.):							North Pennsylvania:							
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	121	1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.		
2d Mortgage guar.....	2,000,000	7	Feb. & Aug.	"	1891	107	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1886	106	
Convertible bonds.....	384,600	7	Jan. & July.	"	1900	81	3d Mortgage Coupon.....	1,126,000	8	April & Oct.	Phila. & Balt.	1900	106	
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	86	Mortgage coupon.....	2,599,000	6	Jan. & July.	Baltimore.	1900	106	
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	105	Mortgage registered.....	205,000	6*	April & Oct.	"	1900	106	
Special Mortgage.....	1,025,000	7	"	"	1915	....	Consol. Gen. Mort. S. F. Coupl.	2,383,000	6*	J. A. J. & O.	Lond. & Balt.	1894	
Consol. mort. for \$25,000,000.	8,239,000	7	June & Dec.	"	1908	98	Consol. General Mort. Coupon.....	1,635,000	6*	Jan. & July.	"	1894		
Nashville, Chattanooga & St. Louis:							Second General Mort. coupon.....	3,000,000	5	"	"	Baltimore.	1890	55
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-88	Second General Mort. coupon.....	1,000,000	6	"	"	"	1890	55
2d Mort. (Heil by U. S. Gov.)	1,000,000	4	"	"	1913	98	Northern New Jersey (Erie):							
New Mortgage.....	4,700,000	7	"	"	....		1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O.	1878	
Nashville and Decatur (L. & Nash):							1st Mort. on R. R. & lands gold.	4,000,000	7-8	Jan. & July.	New York.	1900	35	
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	1C1	2d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100	
2d Mortgage gold.....	206,000	6*	April & Oct.	Nashville.	1887	....	Northeastern Union (C. & N. W.):						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	103	1st Mortgage.....	3,500,000	*	March & Sept.	New York.	1917		
Newark & New York (C. of N. J.):							Norwich & Worcester (B. H. & E.):							
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	1st Mort. Mass. Loan, skg fd.	400,000	6*	Jan. & July.	Boston.	1877	
Newark, Somerset & Straitsville:							Construction Bonds.....	400,000	March & Sept.	"	"	1877		
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890		
New Bedford:							Nyack and Northern:							
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	1st Mortgage.....	400,000	7	Jan. & July.	New York.	1890		
New Issue for \$360,000.	400,000	7	"	"	1894	105	Northern Pacific:							
New Haven and Derby:							1st Mort. skg fd guar.....	400,000	7	Jan. & July.	New York.	1900	35	
1st Mortgage.....	525,000	7	Various.	New Haven.	98-100	....	1st Mort. on R. R. & lands gold.	4,000,000	7-8	Jan. & July.	New York.	1900	35
New Haven & Middlesex:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100	
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1880	....	1st Mortgage.....	3,500,000	*	March & Sept.	New York.	1917	
New Haven and Northampton:							Northeastern Union (C. & N. W.):							
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mort. (Springfield Division)	150,000	7	Jan. & July.	New York.	1890	
Convertible bonds, tax free.....	756,000	6	April & Oct.	"	1888	....	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	"	1898	111
Holyoke and Westfield bonds.....	200,000	7	"	"	1891	....	Consolidated S. F. Mortgage.....	3,478,000	7	"	"	1898	110
New Jersey Midland (N.Y. & N.J.):							Consolidated Mort. Sterling.....	112,000	7*	"	"	1898		
1st Mortgage gold, guar.....	2,000,000	7*	Feb. & Aug.	New York.	1896	....	2d Consol. Mort. & S. F. Bonds.....	3,864,000	7	April & Oct.	New York.	1911	95
2d Mortgage.....	1,500,000	7	"	"	1881	....	Income and Funded Debt Bonds.....	174,000	7	"	"	1892	
New Jersey and New York:							Debenture Sinking Fund Bonds.....	140,000	7	May & Nov.	New York.	1888		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Oil Creek (Pittab., T. & Buffalo):	\$					Philadelphia, Wilmington & Balt.	\$						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	84	Mortgage Loan, convertible	262,000	6	Jan. & July.	Phila. & Bost.	1894	
Omaha and Northwestern:						Loan of 1867.....	1,000,000	6	April & Oct.	"	1897		
1st Mort. Land Grant, Gold.....	16,000pm	7.3	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	"	"	1892	
Omaha and Republican Valley:						Loan of 1875.....	800,000	6	"	"	1900	108	
1st Mortgage.....	6	F. M. A. & N.			1895	....	Pickering Valley (Phil. & Rdg):						
Omaha and Southwestern:						1st Mortgage, guaranteed.....	231,800	7	April & Oct.	Philadelphia.	1900	58	
1st Mortgage \$20,000 p. m.....	1,024,000	8	June & Dec.	Boston.	1890	112	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:						1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
Osage Valley & Southern Kansas:						1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884		
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	
Oshkosh & Miss. (C.M. & S. F.):						Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	"	1913	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	Pittsburg, Ft. Wayne & Chicago:						
Oswego and Rome (R. W. & O.):						1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	128	
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Owego and Syracuse (D.L. & W.):						1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Ottawa, Owego & Fox River:						1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage guar. by C. B. & Q.						2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	116	
Owensboro' and Russellville:						2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage for \$1,500,000.....	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	112	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Pacific of Missouri:						2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1883	105	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
2d Mortgage sinking fund.....	2,550,000	7	Jan. & July.	"	1891	105	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
3d Mortgage.....	4,000,000	7	May & Nov.	"	....	Construction bonds of Jan. 1, '70	2,000,000	7	April & Oct.	"	1912	116	
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	New York.	1887	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	"	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:						Pittsburg, Wash'gton & Baltimore:							
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittab. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	104
Panama:						2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
Paris and Decatur:						1st Mort. (Turtle Cr. Div. 10 1/4 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
Paterson and Newark (Erie):						Plymouth, Kankakee & Pacific:							
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage for \$3,000,000.....	20,000 pm	7	Jan. & July.	New York.	1901	....
Pekin, Linc. & Decatur (TW&W):						Port Huron and Lake Michigan:							
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage gold, for \$1,800,000	1,800,000	7*	May & Nov.	New York.	1899	....
Femberton & Highs. (U.C. of NJ):						Portland & Ogdensburg (Me. & N.H.):							
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	....
Peninsular (Mich.) Railway:						Consol. Mort. gold, for \$3,300,000	140,000	6*	May & Nov.	"	1901	15	
1st Mortgage gold (S.E.), 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	....	Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.E.) 2d series	2,000,000	7*	May & Nov.	"	1900	....	1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N.Y. & Boat.	1901	46
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	....	Portland and Oxford Central:						
Pennsylvania:						1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania and Delaware:						1st Mort. (Portland Loan) skg f'd.....	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mort. (equal lien).....	100,000	7	April & Oct.	"	1887	....
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania & New York (L. V.):						Port Royal (S. C.):							
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1890	118	1st Mortgage gold, skg f'd.....	2,000,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1891	....	1st Mort. gold, guar. by Ga. R. R.	500,000	7*	"	"	1889	....
Peoria & Bureau Va (C.R.L. & P.):						Portsmouth, Gt. Falls & Conway:							
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	75
Peoria & Hannibal (C. B. & Q.):						Poughkeepsie and Eastern:							
Peoria, Pekin and Jacksonville:						1st Mort. gold, conv. & tax free.....	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage.....	277,000	8	Jan. & July.	Boston.	1878	100	2d Mortgage.....	78,000	7	"	"	....
2d Mort. conv. and tax free.....	1,000,000	7	Jan. & July.	New York.	1894	....	Providence and Worcester:						
Peoria and Rock Island:						1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102	
1st Mort. gold, conv. & tax free.....	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...	Stoughton Branch bonds.....	1,000,000	6	"	"	....
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	...	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Perkiomen (Phila. and Rdg.):						1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage, guaranteed.....	610,000	6	April & Oct.	Philadelphia.	1897	70	Quincy, Alton and St. Louis:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	84	1st Mortgage gold.....	500,000	7	May & Nov.	New York.	1890	92
2d Mortgage.....	500,000	8	"	"	1902	....	Quincy and Palmyra:						
Philadelphia and Atl. City:						1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	Quincy and Toledo (T. W. & W.):						
Philadelphia and Baltimore Cent.:						1st Mort. gold, conv. & tax free.....	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	2d Mortgage.....	78,000	7	"	"	....
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	8	"	"	1880	....	Providence and Worcester:						
2d Mortgage (Pa. & Md. 46 m.):	400,000	7	"	"	1881	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102
Philadelphia and Erie (Penn.):					1882	....	Stoughton Branch bonds.....	1,000,000	6	"	"	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	116	1st Mortgage, guaranteed.....	125,000	7	Jan. & July.	"	1894	....
1st Mortgage.....	5,000,000	6	"	"	1898	107	2d Mort. (Coupon).....	1,783,500	7	May and Nov.	"	1921	119
2d Mortgage.....	3,000,000	7	Jan. & July.	"	1898	093	New Gen'l Mort. for \$6,000,000.....	1,092,000	8*	"	"	....
General Mort. for \$20,000,000.....	7,652,000	6*	"	"	1900	....	Richmond and Danville:						
Philadelphia and Reading:						1st Mort. tax free.....	600,000	6	Jan. & July.	Richmond.	1880	....
Loan of 1868, deb'ture.....	1,135,300	6	Jan. & July.	Philadelphia.	1893	....	2d Mort.	150,000	7	"	"	1887	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	"	"	1890	1034	1st Mort. (Barnetts & Whitehall).....	400,000	7	March & Sept.	New York.	1886	....
Mortgage Loan of 1868.....	2,700,000	7	Apr. and Oct.	"	1893	118	2d Mort. (Troy, Salem & Rutl.).....	500,000	7	May and Nov.	"	1890	....
Mortgage Loan of 1838 stg.	182,400	5*	Jan. & July.	London.	1880	....	1st Mort. (Northwestern, N.C.).....	125,000	7	Jan. & July.	"	1894	....
Mortgage Loan of 1843 stg.	987,200	6*	"	"	1880	....	Consolidated Mortgage.....	1,783,500	7	May and Nov.	"	1921	119
Mortgage Loan of 1838 stg.	134,400	7*	"	"	1880	....	Richmond and Petersburg:						
Dollar coupon.....	7,310,000	7	June & Dec.	Philadelphia.	1911	104	1st Mortgage (Coupon).....	97,777	6	Jan. & July.	London.	1876	....
Consolidated Dollar registered	3,389,000	7	"	"	1911	105	2d Mortgage.....	176,428	7	"	"	1876	....
Mortgage Loan of 1868.....	5,999,000	6*	"	"	1911	92	1st Mort. (W. & R. Skg Fund).....	450,000	8	"	"	1881	....
June 1, 1871. Gold or stg. rogs.	563,000	6*	"	"	1911	091	Dollar Loan.....	124,489	6	various.	"	1876	....
Dollar coupon.....	305,000	6*	"	"	1911	088	Richmond and Petersburg:						
New deb't. loan, conv.....	10,499,900	7	Jan. & July.	"	1903	47	1st Mortgage (Coupon).....	174,000	8	Apr. and Oct.	Richmond.	1880-86	....
New Improvement Mort. Loan.	9,364,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....	2d Mortgage.....	81,000	7	May & Nov.	"	1916	....
Gen'l Mort. stg. S.F. (\$60,000,000)	19,686,000	7*	Jan. & July.	"	1903	....	Rockford, R. Island & St. Louis:						
Income Mortgage of 1876.....	1,303,000	7	June & Dec.	Philadelphia.	1896	44	1st Mort. tax free.....	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Pittsburg, Titusville & Buffalo:				</									

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where						When.	Where		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8 May & Nov.	Saginaw.	1892	....		1st Mortgage Sterling.....	1,482,667	5* Jan. & July.	London.	'82-'88	...
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7 " " "	New York.	'78-'88	...	
1st Mort. (Cal. & Baring).....	95,200	6 Jan. & July.	Calaus, Me.	1879	....		2d Mort. for \$2,000,000.....	1,265,500	7 April & Oct.	" " "	1902	...
2d Mort. (" ").....	17,500	6 " " "	"	1879	....		Domestic (I.) Bonds.....	1,064,500	7 April & Oct.	Charleston.	1891	...
Calaus Loan (Lewey's Island).....	115,000	6 June & Dec.	"	1878	....		Domestic (K.) Bonds.....	63,500	6 Jan & July.	"	'80-'92	...
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8* Feb. & Aug.	N. Y. & Lond.	1890	....		1st Mort. assumed by At&Gulf	464,000	7 May & Nov.	New York.	1888	...
1st M.(W.D.)land grant, g'd tax fr.	5,500,000	8* " "	"	1900	....		2d Mort. " " "	200,000	7 " " "	"	1889	...
Joseph and St. Louis:							South Mountain Iron (Cumb. Val):						
1st Mortgage.....	1,000,000	6 May & Nov.	New York	1893	....		1st Mortgage guaranteed.....	200,000	6 June & Dec.	Philadelphia.	1888	...
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7 March & Sept.	"	1884	...	
1st Mortgage skg f'd. (Series A)	1,100,000	7 Jan. & July.	New York.	1894		South and North Alabama:						
1st Mortgage skg f'd. (Series B)	1,100,000	7 April & Oct.	" "	1894	111		1st Mort., endor. by Ala. gold..	391,000	8* Jan. & July.	New York.	1890	...	
2d Mortgage preferred (Series C)	1,400,000	7 Feb. & Aug.	" "	1894	82		Steering Mort., guar. by L. & N.	£1,039,000	6* May & Nov.	London.	1889	...	
2d Mortgage preferred (Series D)	1,400,000	7 May & Nov.	" "	1894		South Pacific (St.Louis & San F.)						
2d Mortgage Income (Series E)	1,700,000	7 " "	" "	1894	46		1st Mortgage gold, assumed	7,194,500	6* Jan. & July.	New York.	1888	94	
Equipment Mortgage.....	300,000	10 March & Sept.	"	1894		South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6 April & Oct.	Boston	'80-'81	102	
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7 Feb. & Aug.	New York.	1892	111		South Side, Va. (A., M. and O.):						
2d Mort. (" ")	6,000,000	7* May & Nov.	" "	1897	65		1st preferred bonds	675,000	8 Jan. & July.	New York.	'84-'90	107	
1st Mort. L.G. (Arkansas Br'n)	2,500,000	7* June & Dec.	" "	1897	....		2d preferred bonds	621,000	6 " " "	"	'84-'90	79
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7 " "	" "	1897	....		3d preferred bonds	452,800	6 " " "	"	'84-'90	65
Consolidated Mortgage.....	1,500,000	7 " "	" "	1899		Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7 Feb. & Aug.	New York.	1890	...	
1st Mortgage.....	2,929,000	7 April & Oct.	New York.	1894	....		2d Mortgage.....	600,000	7* March & Sept.	"	1882	108
2d Mortgage.....	548,000	7 Jan. & July.	"	1898	....		1st Mortgage gold.....	1,500,000	7* May & Nov.	New York.	1900	...
St. Louis, Kansas City & North:							2d Mort. (South Side R. R.)	750,000	7 March & Sept.	New York.	1887	80	
1st Mortgage (North Missouri)	6,000,000	7 Jan. & July.	New York.	1895	101		2d Mort., Sink. Fund.....	1,500,000	7 May & Nov.	"	1900	20	
Real estate & 2d M. for \$3,000,000	908,000	7 March & Sept.	"	1895	102		Southern Minnesota:						
St. Louis, Lawrence and Denver:							1st Mortgage land grant tax free	3,340,000	8 Apl. & Oct.	New York.	'78-'88	...	
1st Mort. guar. by At&Pac.	1,020,000	8* Jan. & July.	New York.	1901	....		2d Mortgage, land grant.....	1,252,000	7 Jan. & July.	"	1890	...
St. Louis and South Eastern:							Southern (Cal.) Pacific:						
1st Mort. gold skg fund conv..	2,207,000	7 May & Nov.	New York.	1894	....		1st Mortgage gold for \$23,000,000.	11,000,000	6* April & Oct.	New York.	...	95
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7 " "	"	1896	....		2d Mortgage gold.....	625,000	7* March & Sept.	Philadelphia.	1890	...
1st Mort. (Evans, Hen. & Nash)	1,000,000	7 Jan. & July.	" "	1897	....		2d Mortgage gold.....	85,000	7* " "	"	1890	...
Consol. Mort. Skg. Fund.....	2,000,000	7 Feb. & Aug.	" "	1902		South Western (Cen. of Ga.):						
St. Louis, Van. & T. H. (T.H.&L.):							Plain Bonds, various convn.	391,000	7 various.	Macon.	'72-'88	...	
1st Mortgage, guaranteed.....	1,899,000	7 Jan. & July.	New York.	1897	....		1st Mortgage (Muscogee) convn.	300,000	7 " "	"	'72-'76	...
2d Mortgage, (A.) guaranteed.....	1,800,000	7 May & Nov.	" "	1898		Spartanburg and Union:						
2d Mortgage (B.) convertible.....	1,000,000	7 " "	" "	1899	....		1st Mortgage end. by S. Car.	350,000	7 Jan. & July.	Charleston.	1879	...
St. Louis and San Francisco:							1st Mortgage not endorsed.	198,370	7 " "	"	1879	...	
2d Mortgage A for \$600,000.....	319,840	6* May & Nov.	New York.	1906	61		Springfield, Athol & Northeastern:						
2d Mort. B. & C for \$5,200,000.....	4,959,142	2* " "	"	1906	68		1st Mortgage.....	416,000	7 Jan. & July.	Boston.	'83-'91	...	
St. Paul and Pacific 1st Division:							Springfield & Illinois S. Eastern:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8 March & Sept.	New York.	1892	....		1st Mortgage gold, tax free.....	3,400,000	7* Feb. & Aug.	New York.	1899	...
1st M. (St. Paul to Watab) 80m.	326,000	7 Jan. & July.	" "	1892	....		2d Mortgage gold, tax free.....	446,000	7* April & Oct.	"	1900	...
2d Mort. (do.) & 1st land gr.	1,145,750	7 June & Dec.	" "	1892	....		1st Mortgage gold, skg fund.....	500,000	7 Feb. & Aug.	New York.	1901	...
1st M. (Main L.) R.R. & Lands.	8,000,000	7* May & Nov.	London.	....	....		1st Mortgage.....	200,000	7 Jan. & July.	New York.	1886	55
2d M. (do.) R.R. & Lands.	8,500,000	7* " "	" "	....	....		1st Mortgage, Shefford and Chamblly:	500,000	7 Jan. & July.	Boston.	1887	35
General Mortgage for \$16,000,000	7*						1st Mort., Guar. by Cent. Verm.	500,000	7 Jan. & July.	"			
St. Paul, Stillwater & Taylor's F.:							Sullivan (Central Verm.):						
1st Mortgage.....	450,000	8 Jan. & July.	New York.	1901	....		1st Mortgage, end. by S. Car.	350,000	7 Jan. & July.	Charleston.	1879	...
Salem (West Jersey):							1st Mortgage not endorsed.	198,370	7 " "	"	1879	...	
1st Mortgage guar.....	100,000	6 Jan. & July.	Philadelphia.	1878		Springfield & Illinois S. Eastern:						
Salem and Lowell (B. & L.):							1st Mortgage.....	416,000	7 Jan. & July.	Boston.	'83-'91	...	
1st Mortgage.....	226,000	6 Feb. & Aug.	Boston.	1878	80		Springfield and Northwestern:						
Sand, Mansfield & Newark (B&O):							1st Mortgage gold, skg fund.....	500,000	7 Feb. & Aug.	Philadelphia.	1890	...	
1st Mortgage guaranteed.....	2,301,000	7 Jan. & July.	New York.	1900	91		1st Mortgage gold, skg fund.....	200,000	7* April & Oct.	"	1891	...	
Saratoga & Whitehall (R. & S.):							Summit Branch:						
1st Mortgage, guaranteed.....	400,000	7 March & Sept.	New York.	1886	....		1st Mortgage.....	1,000,000	7 May & Nov.	New York.	1886	...
Savannah, Albany & Gulf (A & G):							Sunbury and Lewiston:						
Sectional Mort.	310,000	7 Jan. & July.	New York.	Var.	....		1st Mortgage gold.....	1,200,000	7* April & Oct.	Philadelphia.	1890	...
Savannah and Charleston:							Income Mort. gold.....	1,200,000	6* April & Oct.	"	1891	...	
1st Mortgage (Sav. & Char.).	500,000	7 Jan. & July.	New York.	1889	....		1st Mortgage.....	1,000,000	7	New York.	...	...
State guaranteed (C. & S.) bonds.	505,000	6 March & Sept.	Charleston.	1877	....		1st Mortgage.....	1,750,000	7 April & Oct.	New York.	1906	...
Funded Interest bonds, guar.	111,800	7 " "	New York.	1889	....		2d Mortgage (now 1st).....	270,000	7 June & Dec.	"	1887	106
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage for \$600,000 guar..	152,000	7 Jan. & July.	Macon.	1891	....		1st Consol. Mortgage.....	1,750,000	7 April & Oct.	New York.	1906	...
Savannah and Memphis:							1st Mortgage, Mortgage.....	500,000	7 Feb. and Aug.	"	1887	106	
1st Mort. gold, endor. by State.	16,000pm	8 May and Nov.	New York.	1890	....		2d Mortgage gold, for \$500,000.....	500,000	7* Feb. and Aug.	New York.	1891	...
Schenectady & Susq. (D. & H. Can.):							Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, tax free.....	400,000	7 Jan. & July.	New York.	1900	....		1st Mortgage gold, skg fund.....	1,163,000	7 June & Dec.	New York.	1903	...
Schoolcraft & Three R. (LS&MS):							Terre Haute & Indianapolis:						
1st Mortgage.....	100,000	8 Jan. & July.	New York.	1887	....		1st Mortgage.....	800,000	7 April & Oct.	New York.	1879	...
Seaboard and Roanoke:							Bonds of 1873 for \$1,500,000.....	516,000	7 " "	"	1894	...	
1st Mortgage.....	210,000	7 Jan. & July.	New York.	1880	....		1st Mortgage, 8,000 per mile.....	3,552,000	6* Mar. & Sept.	New York.	...	...
Selma and Gulf:							Consolidated Mortgage.....	7,548,000	6* June & Dec.	"			
1st Mort. (guar. by Ala.).....	1,888,000	8 April & Oct.	New York.	1890	....		Income and Land Grant.....	7,106,225	7 July.	N.Y. & Phil.	1915	20
Selma, Marion and Memphis:							Toledo, Can. Southern & Detroit:						
1st Mort. guar. by Ala.	16,000pm	8 March & Sept.	New York.	1889		1st Mortgage.....	1,500,000	7 Jan. and July.	"			
Seims, Rome and Dalton:							Toledo, Peoria and Warsaw:						
1st Mort. tax free.....	3,000,000	7 April & Oct.	New York.	1887	....		1st Mortgage (Eastern Div.).....	1,600,000	7 June & Dec.	New York.	1884	96
2d Mortgage.....	4,000,000	7 Jan. & July.	" "	1891	....		1st Mortgage (Western Div.).....	1,800,000	7 Feb. and Aug.	"	1886	95
Equipment Mortgage.....	220,000	10 " "	" "	1881	....		2d Mort. convn. (").....	1,300,000	7 April & Oct.	"	1886	25
Shamokin Valley & Pottsville (N.C.):							Equipment Mort. sinking fund.....	94,000	8 Jan. & July.	"	1879	...	
1st Mortgage, on road and lands.	2,000,000	7* Jan. & July.	Philadelphia.	1901	104		1st Mortgage.....	1,500,000	7 May & Nov.	"	1910	25	
Sheboygan and Fond du Lac:							Bonds of 1873 for \$1,500,000.....	250,000	7 June & Dec.	Toledo, Wabash and Western:	1901	...	
1st Mortgage.....	729,000	7 June & Dec.	New York.	1884	....		1st Mort. (Toledo and Illinois).....	900,000	7 Feb. and Aug.	New York.	1890	106
1st Mortgage extension.....	694,000	8 April & Oct.	" "	1896	....		1st Mort. (L.Erie, Wab., & St.L.).....	2,500,000	7 " "	"	1890	106
Shenango and Allegheny:							1st Mort. (Gt. West. Ryw. of '59).....	2,500,000	7 " "	"	1893	106	
1st Mortgage for \$1,000,000.....	795,000	7 April & Oct.	New York.	1889	....		1st Mort. (Quincy and Toledo).....	500,000	7 May & Nov.	"	1890	92

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Troy & Bennington (T. & B.): 1st Mortgage akg fund, guar...	\$ 59,700	7	Jan. & July.	Troy.	1878	---	Western Maryland: 1st Mortgage, unendorsed...	\$ 400,000	6	Jan. and July.	Baltimore.	1890	102½	
Troy and Boston.	300,000	7	Jan. & July.	New York.	1887	---	1st Mort. endor. by Balt...	200,000	6	"	"	1890	106	
1st Mortgage.....	300,000	7	April & Oct.	"	1885	---	2d Mort. "	200,000	6	"	"	1890	108	
2d Mortgage.....	650,000	7	May and Nov.	"	1875	---	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	104	
3d Mortgage.....	648,000	7	"	"	1882	---	2d Mortgage preferred...	600,000	6	"	"	1895	95½	
Convertible Bonds.....	408,000	7	"	"	1882	---	4th Mortgage.....	875,000	6	"	"	1900	110	
Troy, Salem & Rutland (R. & Sar.): 1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	---	Western Pacific (Cen. Pac.): 1st Mort., assumed.....	1,000,000	6	"	"	1900	---	
Troy Union (and Depot): 1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	---	Western Pennsylvania (Penn.): 1st Mortgage.....	2,735,000	6	Jan. and July.	New York.	1890	104½	
Tuckerton:	408,000	7	April & Oct.	Philadelphia.	1901	---	1st Mortgage (Pittsb. Branch). General Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1890	100	
Union Pacific:	27,231,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	109½	1st Mortgage (Salem) guar...	1,000,000	6	Jan. and July.	"	1896	99½	
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	"	1887	113½	1st Mort. (Swedesboro') guar...	1,200,000	7	"	"	1878	---	
2d Mortgage (Gov. subsidy).....	27,236,612	6	Jan. & July.	U.S. Treasury.	'96-'99	2d Mort. (Capo May & Millville).....	200,000	6	June & Dec.	Camden.	1890	---		
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	115	Consolidated Mortgage.....	500,000	7	Apr. and Oct.	"	1895	95	
Omaha Bridge Bonds Sterling.....	2,235,000	8	Apr. and Oct.	London.	1896	---	West Jersey:	1,000,000	7	Jan. and July.	New York.	1890	107½	
Union Pacific (Central Div.): 1st Mortgage gold, tax free.....	1,000,000	6	May and Nov.	New York.	1895	---	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1885	80	
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	---	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1890	106	
Union Pacific, S. Br. (M.K. & T.): 1st Mortgage gold, akg fund.....	3,220,000	6	Jan. & July.	New York.	1890	---	1st Mort. (Salem) guar...	100,000	6	"	"	1878	---	
Union & Titusville P., T. & Buff.): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	36	2d Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	1890	---	
United N. J. R. R. & Canal Cos.: Loan of 1901 (United Companys).....	3,000,000	6	March & Sept.	Philadelphia.	1901	103	Consolidated Mortgage.....	1,000,000	7	"	"	1895	107½	
Sterling Loan \$269,200 (U. Co's).....	1,846,000	5½	"	London.	1894	---	West Wisconsin:	3,900,000	7½	Jan. and July.	N. Y. or Lond.	1887	---	
Sterling Loan \$260,000 ("").....	1,800,000	6	"	"	1st Mort. (Southern Extension).....	640,000	7½	"	"	1903	---			
Loan of 1894 Sk. Fund (").....	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	---	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10	
Loan of 1888 (United Compa's).....	154,000	6	Feb. and Aug.	"	1888	96	Wico Mico and Pocomoke:	200,000	6	Jan. and July.	New York.	1888	---	
3d Bond to State of N. J. (U. Co's).....	500,000	7	(Due 90 days after demand.)	London.	1880	---	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	---	
Sterl'g S. F. £262,000 (O. & A.M.): Loan of 1888(Camden & Amb'y).....	1,310,000	6	Feb. and Aug.	Philadelphia.	1883	103	Williamston and Tarboro': 1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	26	
Mortg. Loan ("").....	1,700,000	6	"	Philadelphia.	1883	103	Wilmington, Colum. & Augusta:	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48	
Loan of 1889 ("").....	886,000	6	June & Dec.	Princeton.	1889	103½	2d Mortgage coupon or regn.	1,700,000	7	Jan. and July.	"	1902	10	
5,000,000	6	May and Nov.	Philadelphia.	1889	114½	Wilmington and Weldon:	648,700	6	Jan. and July.	London.	1881	---		
450,000	6	Feb. and Aug.	New York.	1879	---	Sterling Bonds.....	221,400	7½	May and Nov.	"	1886	---		
Bond to State of N. J. (do.).....	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	---	Sinking Fund gold, Bonds.....	749,000	7½	Jan. and July.	New York.	1896	101		
Utah Central:	1,000,000	6	Jan. & July.	Salt Lake City.	1890	---	Wilmington and Western (Del.): 1st Mortgage.....	500,000	7½	J. A. J. & G.	Phil. & Wilm.	1892	---	
Utah Southern:	680,000	7	Jan. & July.	Salt Lake City.	1891	---	Winona & St. Peter (C. & N. W.): 1st Mortgage \$20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887	105½	
Utica and Black River:	200,000	7	Jan. & July.	N. Y. & Utica.	1878	---	2d Mortgage \$12,000 p. m.	1,660,000	7	May and Nov.	"	1907	100	
1st Mortgage.....	575,000	7	"	"	Extension mortgage bonds....	4,375,000	7½	June & Dec.	"	1916	---			
Utica, Ithaca and Elmira:	1,500,000	7-3	Jan. & July.	London.	1902	---	Wisconsin Central:	1st M. L. G. gold S. F. \$25,000pm	7	Jan. and July.	Boston.	1901	15	
1st Mortgage, Sterling.....	1,000,000	7-3	Jan. & July.	London.	1890	---	Worcester (Md.): 1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	---	
Vermont and Massachusetts:	1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1888	104½	Worcester and Nashua:	125,000	7	Jan. and July.	Boston.	1881	---
Convertible bonds, tax free.....	200,000	7	"	"	1878	104½	Plain Bonds.....	188,300	7	Jan. and July.	"	1881	---	
Convertible bonds.....	150,000	7	"	"	1885	107	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	---	
Vicksburg and Meridian:	1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	---	Plain Bonds.....	490,000	7	Feb. and Aug.	"	1896	24
General 2d series (blue).....	850,000	7	"	"	1890	---	CANAL BONDS:	---	---	---	---	---	---	
Mortgage 3d series (black).....	138,000	7	"	"	1890	---	Chesapeake and Delaware:	1,998,750	6	Jan. and July.	Philadelphia.	1886	70	
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	---	Chesapeake and Ohio:	3,750,000	6	Jan. and July.	Philadelphia.	1890	---	
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	---	Sterling Loan guaranteed.....	1,995,500	6	J. A. J. & O.	London.	1890	44	
Vineyard:	1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	---	Preferred Bonds (next 100).....	1,995,500	6	Jan. and July.	Baltimore.	1885	44
Virginia & Tennessee (A.M. & O.): 1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	---	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1893	98	
3d Mortgage.....	990,000	6	"	"	1884	90½	Delaware Division (L.C. & N.): 1st Mortgage, guaranteed.....	3,500,000	7	Jan. and July.	New York.	1884	98½	
5th Mortgage.....	969,000	8	March & Sept.	"	1900	103	Delaware and Hudson:	5,000,000	7	Jan. and July.	Philadelphia.	1893	98	
Registered Certificates.....	34,191	8	Jan. and July.	"	1875	---	1st Mort. 2d series, July 1, 1887 reg. 3d series, Jan. 1, 1871.....	3,500,000	7	Jan. and July.	New York.	1891	98	
Funded Interest.....	226,900	8	"	"	1880	---	Coupon bonds of 1874.....	5,000,000	7	Jan. and July.	"	1894	102	
Wallkill Valley (Erie): 1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	---	Registered bonds of 1874.....	2,900,000	7	Apr. and Oct.	"	1894	---	
Warren (D. L. & W.): 1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	"	1875	---	Lehigh Coal and Navigation:	762,770	6	June & Dec.	Philadelphia.	1877	---	
2d Mortgage.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,580	6	"	"	1882	---	
Warren & Franklin (P. T. & B.): 1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	85	Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	96	
Warwick Valley (Erie): 1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1889	---	1st Mortgage, registered.....	5,381,965	6	J. A. J. & O.	"	1884	107	
Wasatch and Jordan Valley:	1st Mortgage.....	150,000	9½	May and Nov.	New York.	1893	---	1st Mortgage, reg. (R. R.): Mortgage (equip.) Loan, gold.....	2,000,000	6	F. M. A. & N.	"	1897	107½
Washington City, Va. Mid. & Gt. So.:	1st Mort. (O. Alex. & Manassas).....	1,650,000	7	Jan. and July.	Baltimore.	1882	45	4,658,500	6	June & Dec.	"	1897	104	
2d Mort. ("").....	350,000	7	"	"	1891	---	Consolidated Mortgage.....	1,115,000	7	"	"	1911	10	
1st Mort. (Orange & Alexandria).....	400,000	6	May and Nov.	"	1873	85	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	---	
2d Mort. ("").....	1,200,000	6	Jan. and July.	"	1875	76	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	---	
3d Mort. ("").....	600,000	8	May and Nov.	"	1873	39	Monongahela Navigation:	103,000	6	Jan. and July.	New York.	1887	---	
4th Mort. ("").....	700,000	8	March & Sept.	"	1880	15	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99	
Funded Coupons (do.).....	722,664	-----	"	"	1880	---	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100½	
1st Mort. (Lynchburg & Danville).....	521,000	7	Apr. and Oct.	"	1890	---	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	---	
Virginia State Loan.....	249,962	7	Jan. and July.	"	"	1890	---	Pennsylvania:	2,905,000	6	Jan. and July.	Philadelphia.	1910	72½
Washington and Ohio:	1st Mort. (Alex. Lou. & Ham.).....	47,000	7	May and Nov.	New York.	1898	---	1st Mortgage akg fund guar.....	600,000	6	"	"	1878	---
1st Mortgage for \$9,000,000.....	255,500	7	Apr. and Oct.	"	1901	35	1st Mortgage (W. Val. Can.): 1st Mortgage.....	1,714,300	6	March & Sept.	Philadelphia.	1872-'97	84	
Westchester and Philadelphia:	General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	114½	2d Mortgage.....	3,900,392	6	Jan. and July.	"	1872-'97	52
Western North Carolina:	1st Mortgage.....	850,000	8	Jan. and July.	"	1890	---	Improvement bonds.....	260,000	6	May and Nov.	"	1913	---
Western of Alabama:	1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	---	Boat and Car Loan.....	756,650	6	"	"	1913	---
1st Mortgage (M. & W. Point R.R.).....	750,000	8	"	"	1881	---	Boat and Car Loan.....	621,000	7	"	"	1915	61	
2d Mortgage (consols guar.).....	1,158,000	8	"	"	1900	111	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	68	
Income Mortgage.....	502,900	8	Various.	"	Var.	---	Susquehanna and Tide Water:	8,000,000	6	May and Nov.	Philadelphia.	1886	---	
Western Union Telegraph:	1st Mortgage.....	-----	7	May and Nov.	New York.	1875	---	2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	---
Real Estate Bonds, Sink. Fund.....	1,375,000	70	"	"	1902	---	3d Mortgage (Susqueh. Canal).....	1,811,000	6	"	"	1878	10	
Bonds (F. F.) Conv. till May '96.....	8,920,000	7	"	"	1900	111	Prof. Int. Bds. ("")	324,810	6	"	"	1894	---	
Sinking Bonds, Sinking Fund.....	981,394	6½	March & Sept.	London	1899	---	Union:	8,000,000	6	May and Nov.	Philadelphia.	1886	---	
1st Mortgage.....	-----	7	"	"	"	---	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1876	11	
West Branch & Susqueh. (Penn.): 1st Mortgage.....	1,375,000	70	"	"	"	---	2d Mortgage.....	300,000	6	"	"	1878	10	
1st Mortgage.....	-----	7	"	"	"	---	3d Mortgage.....	300,000	6	"	"			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

that the east thereof is included in *Railroad*,¹ and running *dates* (—) signify "not ascertained."²

WILSON, JAMES L., JR. (1923-) American historian, author, and editor.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

In article ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.

Railroad Operated.	Railroad in progress.	Freight.	B. M. R.	Pass.	Engines.	Trains Moved.	Passenger.	Gross.	Tons.	Net.	P. C.
Years ending.		M.	M.	M.	M.	M.	M.	M.	M.	M.	%
Companie.	Railroad.										
Dec. 1, 1876 74	Elmira and Wimport (N.O.) Pa. & N.Y.	2,268,40	352,000	1,620,000	1,271,814	1,987,216	963,916	683,521	92,216	6	60
Dec. 31, 1877 160,0	Erie ... New Jersey, N.Y. & Pa.	94,655,8	1,188,910	1,271,814	1,987,216	6,182,461	4,878,238	5,406,588	5,06,780	7	100
Dec. 31, 1878 170,0	Erie and Pittsburg (Penn. R. Co.)	117,445,18	885,726	2,000,000	3,322,000	167,000	167,000	167,000	167,000	167,000	281
Dec. 31, 1879 202	European & North Am. Me. & N. Br.	26,2112	1,438	1,064,450	664,317	5,900,656	6,750,000	163,750	222,702	218,465	100
Dec. 31, 1879 170,0	Evansville & Terre Haute & Chi., Ind. & Ill.	21,180,0	1,180,0	1,064,450	664,317	1,144,715	1,063,500	38,476	1,070,797	182,0	100
Jan. 1, 1880 1876 109,0	Evansville & Terre Haute & Chi., Ind. & Ill.	1,180,0	1,180,0	1,064,450	664,317	109,634	1,100,000	158,613	20,561	26,265	100
Feb. 26, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	4,797	46,346	426,635	1,100,000	5,530	100
Mar. 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	200,000	54,728	1,100,000	622,169	100
Apr. 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
May 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
June 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
July 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Aug. 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Sept. 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Oct. 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Nov. 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Dec. 1, 1880 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Jan. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Feb. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Mar. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Apr. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
May 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
June 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
July 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Aug. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Sept. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Oct. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Nov. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Dec. 1, 1881 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Jan. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Feb. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Mar. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Apr. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
May 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
June 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
July 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Aug. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Sept. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Oct. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Nov. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Dec. 1, 1882 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Jan. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Feb. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Mar. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Apr. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
May 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
June 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
July 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Aug. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Sept. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Oct. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Nov. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Dec. 1, 1883 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Jan. 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Feb. 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Mar. 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Apr. 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
May 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
June 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
July 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Aug. 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,000	117
Sept. 1, 1884 1876 109,0	Fall River.	1,180,0	1,180,0	1,064,450	664,317	1,180,0	500,000	500,000	1,100,000	1,100,00	

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

THE word "co." in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Abstract of General Balance Sheet.

L. & M. Railroad.	Property and Assets.		Liabilities.				Operations.		Earnings.		Value of Shares. Market. Par.
			Accounts and Cash	Assets	Bonds	Stocks	Surplus Income.	Accounts	Passenger	Freight.	
	Railroad.	Rolling Stock	Passenger	Freight.	Gross.	Net.	Trains Moved.	Number.	Tons.	Dividends.	
Railroad Operated.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Market.	Par.
On - 31, 1876, 186,000	82,617	77,111	Pa. 5,799,915 1,743,900	4,270,398	250,325	4,000,100	5,984,860	1,634,082	464,862	1,012,000	1,060,084
Dec. 31, 1876, 186,000	69	42,614	N. Pa. 10,000	14,000	4,774,704	659,280	4,000,000	14,345,000	1,083,238	375,547	1,075,966
Dec. 31, 1877, 186,000	69	42,614	N. H. 10,000	9,000	508,459	821,436	3,068,400	100	282,088	1,083,415	6
Mar. 31, 1877, 186,000	14,000	16,656	N. H. 2,068,400	1,081,063	24,660,741	84,685	55,988,476	6,077,711	564,742	829,668	50
Apr. 30, 1877, 186,000	20,000	14,446	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	575,543	100
May 31, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	4,000,000	861,871	556,930	100
Sep. 30, 1877, 186,000	21	15	N. W. 10,000	1,081,063	24,660,741	84,685	55,988,476	5,077,000	556,930	575,543	100
Sep. 30, 1877, 186,000	21	15	N.								

AMERICAN RAILROAD JOURNAL.

215

Dec. 31, 1875, \$8,000	4	146 th St. Louis, Keokuk and Northwestern, Mo., Illinoian, Rock Island, and Little Rock, Illinoian, & C. Illinois, 14,118,807	2,655,000	800,000
Jan. 31, 1876, 41,650	5	30 th St. Louis, Salem and Peoria, Ill., 15,620,163	22,602	141,838
Dec. 31, 1876, 41,650	5	30 th St. Louis, Vandalia, T. H. (Sam.), Ill., 6,310,601	4,420	986
Jan. 30, 1877, 297,600	6	83 rd St. Louis, Paul and Pacific (St. L.) Div., M.L. Minn., 10,600,000	5,885,500	4,499,000
Jan. 31, 1877, 297,600	6	6 th St. Louis, Paul and Pacific (Branch), Minn., 5,446,919	5,446,919	3,000,000
Feb. 28, 1877, 121,300	7	4 th St. Louis, Paul and St. Louis City, Minn., 4,410,166	5,612	5,616
Mar. 29, 1877, 175,630	8	4 th St. Paul, Hilliard, & Taylor's Falls, Minn., 886,630	446,588	448,600
May 30, 1877, 16,900	9	4 th St. Paul, Hilliard, & Taylor's Falls, Minn., 55,840	—	289,900
July 31, 1877, 116,300	10	5 th Salem and Lowell, Mass. (B. & L.), 1,606	1,606	243,000
Sept. 30, 1877, 104,000	11	5 th San Francisco and N. Pacific, Calif., 39,110	39,110	1,046,000
Sept. 30, 1877, 104,000	12	5 th San Francisco and N. Pacific, Calif., 1,820,000	—	1,820,000
Jan. 30, 1878, 60,000	13	5 th Savannah and Mobile, S. C. & Ga., 1,000,000	—	1,000,000
Feb. 28, 1878, 50,000	14	5 th Savannah and Mobile, S. C. & Ga., 1,000,000	—	1,000,000
Mar. 28, 1878, 108,800	15	5 th Seaboard and Roanoke, Va., & N. Carolina, 4,025,568	—	4,025,568
Mar. 28, 1878, 107,500	16	5 th Sioux City & St. Paul, Iowa, 7,412	7,412	1,068,162
Mar. 28, 1878, 185,000	17	5 th Sioux City & St. Paul, Iowa, 12,980,705	—	12,980,705
Dec. 31, 1878, 271,700	18	5 th Shambolkin Valley and Potowmack (N.C.), Pa., 1,055,400	1,055,400	1,054,000
Sept. 30, 1878, 106,000	19	5 th Shambolkin Valley and Potowmack (N.C.), Pa., 1,055,400	1,055,400	1,054,000
Sept. 30, 1878, 106,000	20	5 th Shambolkin Valley and Potowmack (N.C.), Pa., 1,055,400	1,055,400	1,054,000
Sept. 30, 1878, 106,000	21	5 th Sheboygan and Fond du Lac, Wis., 1,046,908	39,110	1,046,908
Sept. 30, 1878, 106,000	22	5 th Shenandoah and Allegany, Pa., 1,286,231	116,997	26,000
Sept. 30, 1878, 106,000	23	5 th Shore Line (N. H. and H.), Conn., 1,196,024	—	1,196,024
Sept. 30, 1878, 106,000	24	5 th Sioux City and Pacific, Neb., & Ia., 1,196,024	—	1,196,024
Sept. 30, 1878, 106,000	25	5 th Sioux City & St. Paul, Iowa, 1,196,024	—	1,196,024
Sept. 30, 1878, 106,000	26	5 th South and North Ala. (L.N. & Gt. S.), Ala., 4,910,014	611,722	71,820
Sept. 30, 1878, 106,000	27	5 th South Carolina (S.C. & A.), S.C., 1,676,175	1,676,175	1,676,175
Sept. 30, 1878, 106,000	28	5 th South Shore, 8,897,120	924,205	1,146,008
Sept. 30, 1878, 106,000	29	5 th Stockbridge and Pittsfield (N.H.), Mass., 4,621,167	534,926	1,127,000
Sept. 30, 1878, 106,000	30	5 th Stony Brook (N. H. & L.), N.Y., 1,608,422	26,000	1,127,000
Sept. 30, 1878, 106,000	31	5 th Sunbury and Lewistown (Penn.), Penn., 1,000,000	—	1,000,000
Sept. 30, 1878, 106,000	32	5 th Susquehanna, Bing, and N.Y. (D.L.&W.), N.Y., 3,711,685	—	3,711,685
Sept. 30, 1878, 106,000	33	5 th Syracuse, Bing, and N.Y. (D.L.&W.), N.Y., 3,727,341	—	3,727,341
Sept. 30, 1878, 106,000	34	5 th Syracuse, Bing, and N.Y. (D.L.&W.), N.Y., 3,728,244	16,100	—
Sept. 30, 1878, 106,000	35	5 th Texas and Orléans (N.Y. and N.J.), Ind., 3,081,378	—	3,081,378
Sept. 30, 1878, 106,000	36	5 th Texas and Pacific (N.Y. and N.J.), Tex., 2,637,191	—	2,637,191
Sept. 30, 1878, 106,000	37	5 th Toledo, Oregon and Waukon, Ia., 1,812,665	484,736	1,106,505
Sept. 30, 1878, 106,000	38	5 th Toledo, Oregon and Waukon, Ia., 2,062,355	37,901	1,106,505
Sept. 30, 1878, 106,000	39	5 th Toledo, Toledo, Wabash and Western, O. I. & Ill., 1,720,183	16,707	14,059
Sept. 30, 1878, 106,000	40	5 th Troy and Boston, N.Y., 1,675,103	1,675,103	1,675,103
Sept. 30, 1878, 106,000	41	5 th Tyrone and Clearfield (Pa.), Pa., 1,675,103	1,675,103	1,675,103
Sept. 30, 1878, 106,000	42	5 th Uster and Elizabethtown, Pa., 1,675,103	2,000	1,675,103
Sept. 30, 1878, 106,000	43	5 th Union Pacific, N.W. & Utah, 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	44	5 th Utica, Utica and Schenectady, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	45	5 th Utica and Worcester, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	46	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	47	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	48	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	49	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	50	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	51	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	52	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	53	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	54	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	55	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	56	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	57	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	58	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	59	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	60	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	61	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	62	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	63	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	64	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	65	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	66	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	67	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	68	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	69	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	70	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	71	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	72	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	73	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	74	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	75	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	76	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	77	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	78	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	79	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	80	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	81	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	82	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	83	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	84	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	85	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	86	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	87	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	88	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	89	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	90	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	91	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	92	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	93	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	94	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	95	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	96	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	97	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	98	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	99	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	100	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	101	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	102	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	103	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	104	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	105	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	106	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	107	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	108	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	109	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	110	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	111	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	112	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	113	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	114	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	115	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	116	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	117	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	118	5 th Utica and Utica, N.Y., 1,675,103	—	1,675,103
Sept. 30, 1878, 106,000	119	5 th Utica and Utica, N.Y		

Chicago and Pacific Railroad.

The long-pending suit of John L. Blair and others against the Chicago and Pacific Railroad Company was decided by Judge Blodgett on the 12th inst. This was a bill filed by the complainants to foreclose a mortgage given by the defendant company to the New York Loan and Trust Company, to secure the payment of 2,000 bonds of the denomination of \$1,000 each. The mortgage was in favor of a New York corporation, which, since the mortgage was made, has become insolvent and dissolved under the laws of the State of New York. The suit was therefore brought by certain holders of the bonds to enforce the trusts and lien created by the mortgage upon the railroad, its real estate, property, and franchises, the suit being in behalf of complainants and all other holders of the bonds. The court ordered the foreclosure and sale of the bonds to satisfy judgment.

Statement of the Public Debt of the United States, February 1, 1879.**DEBT BEARING INTEREST.**

	Amount Outstanding.	Accrued Interest.
4 per cent. bonds, 1858.....	\$26,000 00	\$1,083 33
6 per cent. 1861 bonds, 1861..	18,415,000 00	92,075 00
6 per cent. bonds, 1861 (Oregon), 1861.....	945,000 00	4,725 00
6 per cent. 1861 bonds, 1861..	189,321,350 00	946,606 75
6 per cent. 1861 bonds, 1863..	75,000,000 00	375,000 00
6 per cent. 10-40 bonds, 1864..	194,566,300 00	6,053,494 55
6 per cent. consols, 1865.....	26,085,500 00	130,427 75
6 per cent. consols, 1867.....	309,606,800 00	1,548,034 00
6 per cent. consols, 1868.....	37,485,300 00	187,326 50
per cent. funded loan of 1861	508,440,350 00	6,355,604 37
4 per cent. funded loan of 1861	250,000,000 00	1,875,000 00
4 per cent. funded loan of 1867	330,700,000 00	1,102,333 23
8 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00

Aggregate of debt bearing interest..... \$1,954,805,650 00 \$16,706,580 81

Interest due and unpaid..... 5,989,238 87

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$67,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 30
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1858	8,000 00	.....
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	414,700 00	380 06
6 per cent. 5-20 bonds, called June, 1864	85,700 00	363 93
6 per cent. Consol. bonds, called, 1865.....	208,350 00	62,019 75
1-10 to 6 per cent. treasury notes, prior to 1846.....	5,169,000 00	119,296 53
1-10 to 6 per cent. treasury notes, 1846.....	82,525 35	2,668 06
6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
6 per cent. treasury notes, 1857.....	1,200 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	364 50
2-10 per cent. 5 years' treasury notes, 1861.....	16,700 00	1,141 30
6 per cent. 1 year notes, 1863.....	50,085 00	2,513 55
6 per cent. compound interest notes, 1863-64.....	38,250 00	2,038 16
7-10 per cent. 3 years' treasury notes, 1864-65.....	265,100 00	15,714 61
6 per cent. certificates of indebtedness, 1862-63.....	150,000 00	8,685 30
4 to 6 per cent. temporary loan, 1864.....	5,000 00	313 48
8 per cent. certificates called.	3,000 00	256 06
	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity..... \$6,605,650 26 \$320,622 89

DEBT BEARING NO INTEREST.

	Amount
Demand notes 1861-62.....	\$62,015 00
Legal tender notes, 1862-63..	346,681,016 00
Certificates of deposit.....	4,940,000 00
Fractional currency, 1862-64	16,027,495 73
Coin certificates, 1863.....	17,626,700 00
Silver certificates.....	2,471,180 00
Unclaimed interest.....	8,197 08

Aggregate of debt bearing no interest..... \$423,908,108 78 \$6,197 08

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$66,839,000 00	
Bonds at 5 per cent.....	703,266,856 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	330,700,000 00	
Navy pension fund, 3 percent.	14,000,000 00	
		\$1,954,805,650 00
Debt on which interest has ceased since maturity.....	6,605,650 26	320,622 89
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	\$246,745,031 00	
Certificates of deposit.....	40,940,000 00	
Fractional currency.....	16,027,495 73	
Coin and Silver Certificates.....	26,027,830 00	
		\$423,908,108 78
Uncollected interest.....		8,197 08

AMOUNT IN TREASURY.

	Amount	Interest
Interest due and unpaid.....	\$5,989,238 87	
Debt on which interest has ceased.....	6,605,650 26	
Interest thereon	320,622 89	
Gold and silver certificates.....	20,197,830 00	
U.S. Notes held for redemption of certificates of deposit.....	40,940,000 00	
Currency held for redemption of fractional currency.....	8,560,824 00	
Called bonds not matured for which 4 per cent bonds have been issued.....	157,161,967 00	
Cash balance available February 1, 1879.....	142,672,049 91	

\$352,450,698 95

Debt, less amount in Treasury, Feb. 1, 1879. \$2,025,896,130 43

Debt, less amount in Treasury, on the 1st ult. 2,028,648,111 09

Decrease of debt during the past month. \$2,751,980 66

Decrease of debt since June 30, 1878..... 9,890,711 29

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Interest
Central Pacific bonds, 1862-64	\$25,886,120 00	not paid.
Kansas Pacific bonds, 1862-64	6,303,000 00	\$12,426 60
Union Pacific bonds, 1862-64	27,236,512 00	31,515 00
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-64	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	8,141 80
Totals.....	\$64,623,512 00	\$325,117 86

Interest paid by United States, \$41,773,746 22; interest repaid by transportation of mails, &c., \$10,657,026 13; balance of interest paid by United States, \$31,116,717 09.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

Redemption of Five-Twenty Bonds.

The Secretary of the Treasury issued on the 17th inst. the eighty-ninth call for the redemption of 5-20 bonds of 1865—consols of 1867. The call is for \$20,000,000, of which \$10,000,000 are coupons and \$10,000,000 registered bonds. The principal and interest will be paid at the Treasury on and after the 17th day of May next, and the interest will cease on that day. Following are descriptions of the bonds:

Coupon bonds dated July 1, 1867, namely: \$50, No. 85,001 to No. 90,000, both inclusive; \$100, No. 146,001 to No. 160,000, both inclusive; \$500, No. 87,001 to No. 98,000, both inclusive; \$1,000, No. 144,001 to No. 158,000, both inclusive; total coupon, \$10,000,000.

Registered bonds, redeemable at the pleasure of the United States after the first day of July 1872, as follows: \$50, No. 8,171 to No. 8,220, both inclusive; \$100, No. 23,201 to No. 24,500, both inclusive; \$500, No. 11,301 to No. 11,450, both inclusive; \$1,000, No. 48,401 to No. 44,200, both inclusive; \$5,000, No. 18,401 to No. 14,000, both inclusive; \$10,000, No. 28,001 to No. 25,300, both inclusive; total registered, \$10,000,000; aggregate, \$20,000,000.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 18.

Allegheny Val. 13-10m. 112 112 113

Is., Income..... 112 112 113

Camden & Am. 6s, 1888..... 112 112 113

6s, 1889..... 112 112 113

Mort. Is., 1889..... 112 112 113

Camden and Atlantic..... 112 112 113

Preferred 36 36 37

1st mortgage..... 112 112 113

2d mortgage..... 112 112 113

Catawissa..... 112 112 113

Preferred 34 34 35

New preferred..... 112 112 113

Is., new..... 107 107 107

Del. & Bound Brook..... 112 112 113

7s..... 112 112 113

Elmira & Williamsport..... 112 112 113

Preferred 108 108 108

Is., new..... 112 112 113

Hunt & B. Top Mt..... 112 112 113

Preferred 21 21 21

2d mortgage..... 112 112 113

Lehigh Navigation..... 112 112 113

6s, 1884..... 106 106 106

Gold Loan..... 106 106 106

Railroad Loan..... 107 107 107

Conv. Gold Loan..... 107 107 107

Lehigh Valley..... 35 35 35

6s, new, coupon..... 35 35 35

6s, new, registered..... 112 112 113

Is., new..... 112 112 113

Consol. mort. 6s..... 41 41 41

Little Schuylkill..... 48 48 48

Minehill & Sch. Haven..... 48 48 48

North Pennsylvania..... 37 37 37

1st mortgage 6s..... 37 37 37

2d mortgage 7s..... 107 107 107

Gent'l mort. 7s, coup..... 104 104 104

Gent'l Mort. Is., reg..... 104 104 104

Northern Central..... 35 35 35

1st mortgage, 6s..... 35 35 35

2d mortgage, 7s..... 104 104 104

Pittsb., Cin. & St. L. 7s..... 104 104 104

Pittsb., Titusv., & Buff. 51 51 51

Is., 1893..... 111 111 111

Schuylkill Navigation..... 111 111 111

Preferred 111 111 111

6s, 1872..... 64 64 64

6s, 1882..... 52 52 52

6s, 1895..... 58 58 58

United Co. of N. Jersey, 187..... 138 138 138

Hestonville, (Horse). 111 111 111

Chestnut & W. 1st..... 64 64 64

Germantown (do.)..... 52 52 52

Green and Coates (do.)..... 58 58 58

Lombard & S'th. (do.)..... 111 111 111

2d and 3d streets (do.)..... 46 46 46

Spruce and Pine (do.)..... 52 52 52

13th and 15th sts (do.)..... 52 52 52

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 18.

W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18.

Baltimore and Ohio ... 96 94 94

6s, 1880..... 96 96 96

6s, 1885..... 107 107 107

Central Ohio..... 107 107 107

1st mortgage..... 107 107 107

Marietta & Cincinnati..... 107 107 107

1st mortgage, 7s..... 94 94 94

2d mortgage, 7s..... 40 37 36

3d mortgage, 8s..... 17 16 16

Northern Central..... 107 107 107

2d mortgage, 6s..... 108 108 108

3d mortgage, 6s..... 108 108 108

3d mortgage, 7s..... 108 108 108

4th mortgage, 8s..... 45 45 45

Pittsb. & Connells.

New York Stock Exchange.

Closing Prices for the week ending Feb. 19.

	Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.
Adams Express.	100 100 100 100 100 100
Albany and Susq.	80 82 82 82 82 82
1st mortgage.	50 50 50 50 50 50
2d mortgage.	50 50 50 50 50 50
American Express.	49 49 49 49 49 49
Atlantic & Pacific Tel. 374	37 37 37 37 37 37
Burl., U. R. & Nor.	25 25 25 25 25 25
1st mortgage 5s.	72 72 72 72 72 72
Canada Southern.	58 58 58 58 58 58
1st mortgage guar.	80 81 81 81 81 80
Central of N. Jersey.	44 45 45 45 45 44
1st mortgage 1890.	110 110 110 110 110 110
7s, consolidated.	108 108 108 108 108 108
7s, convertible.	108 108 108 108 108 108
Central Pacific 6s, gold 1081	119 109 119 109 109 109
1st M. (San Joaquin). 100	100 100 100 100 100 100
1st M. (Cal. and Or.).	99 98 98 98 98 98
Land grant 6s.	103 103 103 103 103 103
Chicago and Alton.	88 84 84 84 84 84
Preferred.	83 83 83 83 83 83
1st mortgage.	118 118 118 118 118 118
Sinking Fund.	103 103 103 103 103 103
Chic., Burl. & Quincy 119.	120 121 121 121 121 121
7s Consol. 1893.	118 118 118 118 118 118
8s. 1883.	112 112 112 112 112 112
Chic. & Milwaukee 1st.	114 114 114 114 114 114
Chic., Mil. and St. Paul. 401	41 41 42 41 41 41
Preferred.	82 82 82 82 82 82
1st mortgage, 8s.	83 83 83 83 83 83
2d mortgage, 7s-10s.	83 83 83 83 83 83
7s, gold.	108 108 108 108 108 108
1st M. (La Crosse div.) 1104	110 110 110 110 110 110
1st M. (I. and M. Iiv.).	118 118 118 118 118 118
1st M. (I. and D. div.).	118 118 118 118 118 118
1st M. (H. & D. div.).	118 118 118 118 118 118
1st M. (C. & M. div.).	118 118 118 118 118 118
Consolidated S. F. 103.	103 103 103 103 103 103
Chic. & North Western. 614	62 62 62 62 62 62
Preferred.	87 87 87 87 87 87
1st mortgage.	108 108 108 108 108 108
Sinking Fund.	108 108 108 108 108 108
Consolidated 7s.	119 119 119 119 119 119
Consol. Gold bonds.	108 107 108 108 108 108
Do. reg.	108 107 108 108 108 108
Chic., Rock Isl. & Pac. 131	132 133 133 134 134 134
7s, 1895.	132 133 133 134 134 134
8s. S. Y.	118 118 118 118 118 118
8s, 1917.	113 113 113 113 113 113
Clev., Col. C. and Ind. 444	45 45 45 45 45 45
1st mortgage.	108 108 108 108 108 108
Clev. & Pittsburg 93.	98 98 98 98 98 98
1s. Consolidated.	98 98 98 98 98 98
4th mortgage.	110 110 110 110 110 110
Clev., P. and Ash. 7s.	102 102 102 102 102 102
7s, new.	114 114 114 114 114 114
Col., Chic., & Ind. Cent. 6	6 6 6 6 6 6
1st mortgage.	63 64 64 64 64 64
2d mortgage.	21 22 22 22 22 22
Del. & Hudson Canal.	43 43 44 44 44 44
Reg. 7s, 1891.	99 99 100 99 99 99
Reg. 7s, 1884.	9 9 9 9 9 9
7s, 1894.	100 101 102 102 102 102
Del., Lack. & Western. 851	83 83 83 83 83 83
2d mortgage 7s.	107 107 107 107 107 107
7s, Convertible.	104 104 104 104 104 104
7s, Consol. 1907.	100 100 100 100 100 100
Erie Railroad.	25 25 25 25 25 25
Preferred.	48 48 48 48 48 48
1st mortgage.	107 107 107 107 107 107
2d mortgage.	111 111 111 111 111 111
4th mortgage.	111 111 111 111 111 111
5th mortgage.	111 111 111 111 111 111
Great Western 1st mort.	106 106 106 106 106 106
2d mortgage.	84 84 84 84 84 84
Hannibal & St. Joseph 1/4	15 15 15 15 15 15
Preferred.	42 42 43 43 43 43
8s. Convertible.	109 109 109 109 109 109
Illinois Central.	85 85 85 85 85 85
Kansas Pacific.	85 85 85 85 85 85
Lake Shore & Mich. Bo. 704	704 704 704 704 704 704
Consol. 7s.	117 117 117 117 117 117
Consol. 7s, reg.	117 117 117 117 117 117
2d Consolidated.	1 1 1 1 1 1
Lake Shore Div. bonds.	115 115 115 115 115 115
Leh. & W. B. 7s, Con.	70 70 70 70 70 70
Long Dock bonds.	115 115 115 115 115 115
L'ville & Nash. 7s Cons.	109 109 109 109 109 109
Metropolitan El. 1st M. 93	97 97 98 97 97 97
Michigan Central.	87 87 87 87 87 87
7s, 1902.	118 118 118 118 118 118
8s. 1882. S. F.	110 111 111 111 111 111
M. S. and N. I. 1st, S. F.	85 85 85 85 85 85
Morris and Essex.	85 85 85 85 85 85
1st mortgage.	85 85 85 85 85 85
2d mortgage.	107 107 107 107 107 107
7s, 1871.	108 108 108 108 108 108
7s, Convertible.	108 108 108 108 108 108
7s, Consolidated.	93 93 93 93 93 93
N. Y. Cent. & Hud. Riv. 114	114 117 118 119 119 118
7s, Sinking fund, 1876.	118 118 118 118 118 118
6s, Sinking fund, 1888 100.	105 105 105 105 105 105
6s, Sinking fund, 1887.	108 108 108 108 108 108
1st mortgage.	120 120 120 120 120 120
1st mortgage reg.	120 120 120 120 120 120
N. Y. Elevated.	125 125 125 125 125 125
1st Mortgage.	105 105 105 105 105 105
N. York and Parham.	155 155 155 155 155 155
Preferred.	155 155 155 155 155 155
1st mortgage.	155 155 155 155 155 155
1st mortgage, 7s.	155 155 155 155 155 155

New York Stock Exchange.

Closing Prices for the week ending Feb. 19.

	Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.
New Jersey.	158 158 158 158 158 158
North Missouri 1st M.	109 124 124 124 124 124
Ohio and Mississippi.	12 12 12 12 12 12
Preferred.	85 86 86 86 86 86
2d mortgage.	95 95 95 95 95 95
Consolidated 7s.	111 111 111 111 111 111
Consol. Sinking fund.	1104 12 13 14 15 16
Pacific Mail S. S. Co.	184 12 13 14 15 16
Pacific R. R. of Mo.	1 1 1 1 1 1
1st mortgage.	106 106 106 106 106 106
2d mortgage.	106 106 106 106 106 106
Panama.	1324 1319 1324 1324 1324 1324
Pitts., Ft. W. & Chi. 1st.	107 107 107 107 107 107
1st mortgage.	123 123 123 123 123 123
2d mortgage.	123 123 123 123 123 123
3d mortgage.	116 116 116 116 116 116
Pullman Palace Car.	55 84 85 85 85 85
Quicksilver Mining Co.	124 121 121 121 121 121
Preferred.	35 35 35 35 35 35
St. L. Alton and T. H.	81 81 81 81 81 81
Preferred.	81 81 81 81 81 81
St. L. Jack. & Chi. 1st.	81 81 81 81 81 81
St. L. Kan. City & N.	8 8 8 8 8 8
Preferred.	86 86 86 86 86 86
Tel. P. & War. 1st E.D.	107 107 107 107 107 107
1st mort., West. Div.	104 104 104 104 104 104
Union Pacific.	67 67 68 70 70 70
1st mortgage.	109 108 109 109 109 109
Land Grant 7s.	118 118 118 118 118 118
Sinking Fund 8s.	114 114 115 115 115 115
United States Express.	45 45 45 45 45 45
Wabash.	21 22 22 22 22 22
1st mortgage.	106 106 106 106 106 106
2d mortgage.	82 82 82 82 82 82
7s, Consolidated.	67 67 67 67 67 67
St. Louis Division.	92 92 92 92 92 92
Wells-Fargo Express.	97 98 98 98 98 98
Western Pacific bonds.	106 106 106 106 106 106
Western Union Tel.	99 99 99 99 99 99
7s, S. F. conv., 1900.	101 101 101 101 101 101

New York Stock Exchange.

Closing Prices for the week ending Feb. 19.

	Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.
FEDERAL STOCKS:-	
U. S. 4m, 1807, reg.	100 100 100 100 100 100
U. S. 4s, 1807, coup.	100 100 100 100 100 100
U. S. 4s, 1808, reg.	104 104 104 104 104 104
U. S. 5s, 10-40s, reg.	102 102 102 102 102 102
U. S. 5s, 10-40s, coup.	104 104 104 104 104 104
U. S. 5s, 1808, reg.	106 106 106 106 106 106
U. S. 6s, 1808, coup.	106 106 106 106 106 106
U. S. 6s, 1808, reg.	106 106 106 106 106 106
U. S. 6s, 5-20s, reg. 1867.	102 102 102 102 102 102
U. S. 6s, 5-20s, c. 1868.	102 102 102 102 102 102
U. S. 6s, Pac. R. R. issue.	121 121 121 121 121 121
Ot. of Columbia 3-65s.	81 81 81 81 81 81
London Stock Exchange.	
— Closing Prices.—	
St. L. Alton and T. H.	
Preferred.	81 81 81 81 81 81
1st mortgage.	123 123 123 123 123 123
2d mort. preferred.	82 82 82 82 82 82
Income bonds.	44 44 44 44 44 44
St. L. Iron Mt. & S'ths.	18 18 18 18 18 18
1st mortgage.	111 111 111 111 111 111
2d mortgage.	111 111 111 111 111 111
St. L. Jack. & Chi. 1st.	111 111 111 111 111 111
St. L. Kan. City & N.	8 8 8 8 8 8
Preferred.	86 86 86 86 86 86
Tel. P. & War. 1st E.D.	107 107 107 107 107 107
1st mort., West. Div.	104 104 104 104 104 104
Union Pacific.	67 67 68 68 68 68
1st mortgage.	118 118 118 118 118 118
Land Grant 7s.	118 118 118 118 118 118
Sinking Fund 8s.	114 114 115 115 115 115
United States Express.	45 45 45 45 45 45
Wabash.	21 22 22 22 22 22
1st mortgage.	106 106 106 106 106 106
2d mortgage.	82 82 82 82 82 82
7s, Consol. 67 67 67 67 67 67	
St. Louis Division.	92 92 92 92 92 92
Wells-Fargo Express.	97 98 98 98 98 98
Western Pacific bonds.	106 106 106 106 106 106
Western Union Tel.	101 101 101 101 101 101
7s, S. F. conv., 1900.	101 101 101 101 101 101
Boston Stock Exchange.	
Closing Prices for the week ending Feb. 19.	
Ath., Top. and Sav. Fe.	99 100 100 102 104 106
1st mortgage.	112 112 112 112 112 112
2d mortgage.	113 113 113 113 113 113
Land Grant 7s.	112 112 112 112 112 112
Income 8s.	112 112 112 112 112 112
Boston and Albany.	131 131 131 131 131 131
7s, reg.	118 118 118 118 118 118
6s, 1895.	109 109 109 109 109 109
Boston and Lowell.	66 66 66 66 66 66
7s, new.	117 117 117 117 117 117
Cin., Sand. and Clev.	41 41 41 41 41 41
Concord (\$60).	110 110 110 110 110 110
Connecticut River.	344 344 344 344 344 344
Eastern.	101 101 101 101 101 101
Scrip.	111 111 111 111 111 111
New 3/4 Bonds.	70 70 70 70 70 70
Pittsburgh.	117 117 117 117 117 117
Kan. C., Top. & West.	100 101 101 101 101 101
1st mortgage.	113 113 113 113 113 113
Michigan Central.	88 88 88 88 88 88
Nashua and Lowell.	96 96 96 96 96 96
N. Y. & New England.	83 84 84 85 86 87
7s, new.	106 107 107 107 107 107
Northern, N. H.	88 88 88 88 88 88
Norwich & Worcester.	119 119 119 119 119 119
Ogdon & Lake Champ.	121 121 121 121 121 121
Preferred.	54 54 54 54 54 54
Old Colony.	104 104 104 104 104 104
7s.	105 105 105 105 105 105
Ph. Wil. & Balt.	65 65 65 65 65 65
Portl'd, Saco & Port.	111 111 111 111 111 111
Pueblo & Arz. Vai.	70 70 70 70 70 70
7s.	109 109 109 109 109 109
Pullman Palace Car.	84 85 85 85 85 85
Union Pacific.	108 108 108 108 108 108
6s.	108 108 108 108 108 108
Land Grant 7s.	110 110 110 110 110 110
Sinking Fund 8s.	110 110 110 110 110 110
Vermont and Canada.	111 111 111 111 111 111
Worcester and Mass.	113 113 113 113 113 113
Worcester and Nashua.	28 28 28 28 28 28
Cambridge (Horse).	88 88 88 88 88 88
Middlesex ("").	90 90 90 90 90 90
Central Mining Co.	100 100 100 100 100 100
Calumet and Hecla.	171 171 171 171 171 171
Copper Falls.	174 174 174 174 174 174
Franklin.	111 111 111 111 111 111
Quincy.	111 111 111 111 111 111

American Railroad Journal.

Saturday, February 23, 18

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$12,076.500, against \$14,187,875 the preceding week, or a loss of \$2,061,875. The City bank exchanges in currency reached \$452,720,484, or a daily average of \$75,458,408. Call loans closed here at 1½@4, chiefly at 2½ per cent (though early in the week momentarily rising to 5@7 per cent); and best discounts (applications for which were comparatively moderate) at 8@5 per cent per annum.

The outstanding amount of legal tender notes is \$846,081,016. The National bank circulation is now \$328,551,359 of currency notes and \$1,467,520 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,297,000. The amount of United States bonds deposited with the U. S. Treasurer at Washington for circulation during the week was \$8,483,000. And of United States bonds held for circulation withdrawn during the week \$4,176,000. The Treasury Department now holds \$348,507,200 in United States bonds to secure the outstanding national bank circulation.

An active inquiry has been reported for Government bonds chiefly from investment buyers, at well supported prices, the main call having been for the new 4½ and 4 per cents and Currency Sixes though other issues attracted increased attention. The continued success of the refunding loan, leading to the rapid withdrawal of the Five twenty six per cent gold interest bearing bonds through conversions, direct or indirect, into the 4 per cent loan stimulated the demand for the issues not likely to be soon reached in furtherance of the redemption and refunding policy. The market, as a whole, closed strong. At the close on Wednesday the current quotations were as follows:

United States 6s, 1881, registered, 106½@106½; do. coupon, 106½@106½; do. 5-20s, 1867, registered, 102@102½; do. coupon, 102@102½; do. 1868, registered, 102½@102½; do. coupon, 102½@102½; ten-forties, registered, 102@102½; do. coupon, 104½@105; 5 per cents, 1881, registered, 104½@104½; do. coupon, 104½@104½; 4½ per cents, 1881, registered, 105@105½; do. coupon, 106½@106½; 4 per cents, 1907, reg., 100@100½; do. coupon, 100½@100½; sixes, currency, 121½@122.

A good demand has been reported for State Bonds at somewhat firmer prices for the favorite loans. And a brisk inquiry has been experienced, through the week, for Railway Mortgages of the prominent interest bearing issues, chiefly on investment account, leading to a further material rise in prices, closing as a rule strong and buoyant. And in the line of Railway and Miscellaneous share property business has been on a much more liberal scale, the aggregate of the dealings having been augmented from about 148,000 shares on Thursday of last week, to 277,000 shares on Tuesday of the current week, attended by the rise in values of 1½@13½ per cent, of which we have previously made mention, the general market showing decided firmness and an upward tendency, in most instances, at the close.

Gold has been in moderate request, chiefly for

Custom House purposes. The specie outflow last week was only \$429,073—making the total exports of specie hence since January 1, 1879, \$1,927,636 against \$1,882,146 the same time in the preceding year. The imports of specie at this port last week were to the amount of \$858,186, and since January 1, 1879, have been \$1,858,827 against \$2,805,413 same time in the preceding year. The Customs d. a. in for gold in the local market reached \$2,029,229 or an average of about \$384,871 per day.

Foreign Exchange has shown less activity and rather less firmness. Bankers' sixty day bills on London closed at \$4 85½@\$4 86½; sight bill on London at \$4 88½@\$4 89 to the £ sterling. Cable transfers, 4 89½@4 89½. The week's imports of Dry Goods and general merchandise were to the specie value of \$4,930,771 as against \$6,411,214 the corresponding week of 1878. The week's import entries of Foreign Merchandise at New York included \$2,266,154 of Dry Goods, and \$2,664,617 of General Merchandise. The week's exports of Domestic Produce and Miscellaneous Goods from this port were to the aggregate value of \$7,031,108 against \$7,283,351 same week in 1878, making the total exports of produce since Jan. 1 this year \$41,603,566, against \$45,133,088 same period in 1878, and \$38,680,598 in 1877.

Most kinds of Produce and Merchandise have been more freely dealt in. In the Dry Goods interest business has been active especially in the way of Domestic Cottons and Woolens, at generally steady prices. Domestic Produce has been in brisk request in good part on speculative account. The speculative dealings have been chiefly in Grain and Hog products which were higher but irregular. Wheat advanced sharply, particularly Winter grades. Ficur more active. Cotton for early delivery has been dull, for forward delivery moderately active at however irregular figures. Low Middlings closed for prompt delivery at 9½@9¾; Middlings at 9¾@9¾. Options left off for February basis of Middling at 9.70; March at 9.78; April at 9.87; May at 10.08; June at 10.16; July at 10.26; August at 10.55.

Much freer movements have been reported in Metals which have been quoted steadier in price. Pig Iron quoted for Glengarnock, at \$22 50; Coltness, \$23 50@\$24; No. 1 American Pig at \$16@ \$18; No. 2 do. at \$15 50@\$17 50, (with sales of 15,000 tons). Forge, \$15@\$15 50, (of which latter 5,000 tons sold on p. t.) New Iron Rails \$88@\$87. Wrought Scrap, \$21@\$22. Steel Rails have been in active demand and quoted on the basis of \$41@\$45 at the mills and at tide water, (10,000 tons sold for Southern delivery on p. t.) with the mills under contract for the bulk of production of the current year. Old Iron Rails wanted and quoted at \$19@\$20 50. Ingots Copper quiet with Ingots quoted at 15½cts. Tin active and strong. Domestic Pig Lead dull, at 4.50@4.62½.

Naval Stores attracted more attention and were quoted firmer. Petroleum has been in less demand leaving off heavily.

Foreign merchandise has been more sought after and quoted about steady. Coffee cheaper. Rather more activity has been noted in the line of Ocean freights with rates quoted somewhat steadier for Grain. Liverpool steamer rates at

the close for Grain quoted at 6½d. per bushel. Flour, at 2s. 6d.@3s. Provisions, 32s. 6d.@35s.; Butter and Cheese 45s.; Leather, 45s. Measurement Goods 20s. @25s. per ton; Cotton, 7-82d. @ 1d. per lb. Tobacco at 30s. @35s. Liverpool, by sail: Cotton, 3-16d. @7-22d. Grain at 5½d. per bushel; Flour, 2s.; Measurement Goods, 12s. 6d. @15s. Tobacco 25s.; Oil Cake at 17s. 6d. Grain rates on charter hence for Cork and orders left off at 4s. 9d. @5s. 1d.; for the Continent Grain at 4s. 6d. @5s. @3d. as to ports of discharge. Tonnage for Refined Petroleum at 4s. @4s. 8d. to Cork, for orders, at 3s. 8d. @4s. 8d. to the Continent, and 4s. 8d. @4s. 6d. to the Baltic. Through freight movements have been on a restricted scale on the basis of quotations.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey 1st consol. ass., 86½; do. conv. ass., 86; do. Adm't, 99; do. Inc., 64; Am. Dock and Imp. 7s. ass., 68; Lehigh and Wilkesbarre con. ass., 53; Denver and Rio Grande 1st, 90½; Chesapeake and Ohio 1st, Series B, 39%; Louisville and Nashville R. R., 86½; do. 2d, 97; Missouri, Kansas and Texas R. R., 6½; do. 7s. S. F. consol. ass., 53½; do. 2d, 17½; Kansas Pacific 7s. Denver div., with coup. certif., 96; do. trust. receipts, 97; Louisiana and Mo. River 1st, 104; South Pacific 1st mort., 94½; Kansas Pacific Inc. No. 16, 31; do. 6s. J. & D. 1896, with coup. certif., 110; do. F. & A., 1895, do., 114½; Cincinnati and Springfield 1st, guar. by Lake Shore, 98½; do. by Clev., Col. Cin. and Ind., 91½; St. Louis, Kansas City and Northern Real Estate 7s, 102½; Winona and St. Peter 1st, 105½; do. 2d, 100; Delaware and Hudson 1st, ext., 100; do. 1st, Peon. div., 103½; Hannibal and Central Mo. 1st, 99½; Toledo and Wabash consol., 85; Chicago, St. Paul and Min. 1st, 92½; do. L. G. inc., 50; East Tenn., Va. and Ga. 1st, 98; Ind., Bloom. and Western 1st, 34; Mil. and St. Paul 1st I. & D. div. ext., 102; Buffalo, N. Y. and Erie 1st, 1916, 116; Nashville, Chattanooga and St. Louis 1st, 98½; Iowa Midland 8s, 118½; Keokuk and Des Moines 1st, 90½; Illinois and Southern Iowa 1st ex coup., 96; Belleville and Southern Illinois 1st, 106; Boaton, Hartford and Erie 1st, 87; Pullman debent., 100; Cleveland and Toledo S. F., 109½; Clev., Col. Cin. and Ind. consol., 99½; Albany and Susq. 1st con., 97; Rome, Watertown and Ogdensburg 1st, 83½; Quincy and Toledo 1st, ex-coupon, 92; Memphis and Charleston 1st, 98; Rensselaer and Saratoga R. R., 107; do. 1st, 119; New Jersey Southern R. R., 8; do. 1st, 56; St. Louis and San Francisco pref., 43%; do. 2d class B., 40; do. C, 37; Ontario Silver, 40; Homestake Mining 26½%; Consol Coal, 21; Sutro Tunnel, 83%; Am. Dist. Tel., 47; Canton, 80; Dubuque and Sioux City R. R., 59; Pennsylvania Coal, 135; Louisiana 7s, consol., 57; Missouri 6s, 1887, 107; Virginia 6s, consol. ex mat. coupon, 55; Alabama Class A, 48½; do. C, 52½; Tennessee 6s, old, 42; do. new, 28½; Arkansas 6s, Fund Act, 18; North Carolina 6s, new, A. & O., 10. The latest quotations are: Adams Exp., 106½@107½; American Exp., 49@49½; Atlantic and Pacific Telegraph, 87½@88; Central Railroad of New Jersey, 44½@44½; Chicago, Burlington and Quincy,

121 $\frac{1}{4}$ @121 $\frac{1}{2}$; Chicago and Alton, 85 $\frac{1}{4}$ @85; do. pref., 108@—; Chicago and Northwestern, 61 $\frac{1}{2}$ @61 $\frac{1}{2}$; do. pref., 90 $\frac{1}{2}$ @90 $\frac{1}{2}$; Chicago, Milwaukee and St. Paul 40 $\frac{1}{2}$ @40 $\frac{1}{2}$; do. pref., 88 $\frac{1}{2}$ @84; Chicago, Rock Island and Pacific, 183 $\frac{1}{2}$ @134; Cleveland, Columbus, Cincinnati and Indianapolis, 44@44 $\frac{1}{4}$; Cleveland and Pittsburgh, 98 $\frac{1}{2}$ @94 $\frac{1}{2}$; Delaware and Hudson Canal, 43 $\frac{1}{2}$ @44; Delaware, Lackawanna and Western, 58 $\frac{1}{2}$ @58 $\frac{1}{2}$; Erie, 26 $\frac{1}{2}$ @26 $\frac{1}{2}$; do. pref., 48 $\frac{1}{2}$ @48 $\frac{1}{2}$; Hannibal and St. Joseph, 15 $\frac{1}{2}$ @15 $\frac{1}{2}$; do. pref., 44@44 $\frac{1}{2}$; Illinois Central, ex div., 84 $\frac{1}{2}$ @85; Kansas Pacific 183 $\frac{1}{2}$ @19; Lake Shore and Michigan Southern, 71 $\frac{1}{2}$ @71 $\frac{1}{2}$; Michigan Central, 87 $\frac{1}{2}$ @86 $\frac{1}{2}$; Morris and Essex, 85 $\frac{1}{2}$ @86 $\frac{1}{2}$; N. Y. Central and Hudson River, 117 $\frac{1}{2}$ @118 $\frac{1}{2}$; New York and Harlem, 158@156; Ohio and Miss., 12 $\frac{1}{2}$ @12 $\frac{1}{2}$; do. pref., 88 $\frac{1}{2}$ @88 $\frac{1}{2}$; Pacific Mail, 14 $\frac{1}{2}$ @14 $\frac{1}{2}$; Panama, 134@185; Pittsburgh, Ft. Wayne and Chicago, 107 $\frac{1}{2}$ @108; Quicksilver, 12@12 $\frac{1}{2}$; do. pref., 88 $\frac{1}{2}$ @85; St. Louis, Kansas City and Northern, 8 $\frac{1}{2}$ @8 $\frac{1}{2}$; do. pref., 36 $\frac{1}{2}$ @36 $\frac{1}{2}$; Union Pacific, 79 $\frac{1}{2}$ @80 $\frac{1}{2}$; U. S. Express, 47 $\frac{1}{2}$ @48 $\frac{1}{2}$; Wells Fargo Express, 98@98 $\frac{1}{2}$; Western Union Telegraph, 103 $\frac{1}{2}$ @103 $\frac{1}{2}$; Wabash, 28 $\frac{1}{2}$ @23 $\frac{1}{2}$.

Philadelphia.—Philadelphia and Reading 6s, 1844@80, 102 $\frac{1}{2}$ @108 $\frac{1}{2}$; do. consol. gold 6s, 92 $\frac{1}{2}$; do. scrip, 50; do. debent. 6s, ex coup., 23; East Pennsylvania 7s, 112; Steubenville and Indiana 6s, J. & J., 101 $\frac{1}{4}$; Am. S. S. 6s, 95; Perkiomen Valley 6s, 70; Lehigh Valley consol. mort. 6s, reg., 102; Texas Pacific 1st mort., 96 $\frac{1}{2}$; Union and Titusville 7s, 86; Warren and Franklin 7s, 86; Huntingdon and Broad Top Mt. 1st, 112; do. 7s, consol., 28; Connecting 6s, 112; Pennsylvania Canal 6s, 72 $\frac{1}{2}$; Northern Pacific R. R., 8 $\frac{1}{2}$; do. pref., 28; do. 7.30s, 85 $\frac{1}{2}$; Morris Canal pref., 125; Union Passenger R. R., 80; Central Transp., 42 $\frac{1}{4}$. The latest quotations are: City 6s, 107 $\frac{1}{2}$ @107 $\frac{1}{2}$; do. free of tax, 118@118 $\frac{1}{2}$; Pennsylvania State 6s, 2d series, 104 $\frac{1}{2}$ @104 $\frac{1}{2}$; do. 8d series, 109 $\frac{1}{2}$ @110; do. 5s, new loan, 112 $\frac{1}{2}$ @118 $\frac{1}{2}$; Philadelphia and Reading 13 $\frac{1}{2}$ @13 $\frac{1}{2}$; do. Gen'l mort. 7s, coup., 103 $\frac{1}{2}$ @105; do. reg. 103 $\frac{1}{2}$ @104 $\frac{1}{2}$; do. mort., 6s, 1880, 101@102 $\frac{1}{2}$; do. 7s, new conv., 45@60; do. 7s, 1898, 114@115; United New Jersey R. R. and Canal Co., 187@188; Pittsburgh, Titusville and Buffalo R. R., 5@5 $\frac{1}{4}$; do. 7s, 88 $\frac{1}{2}$ @84 $\frac{1}{2}$; Camden and Amboy mort. 6s, 1889, 111@112; Pennsylvania R. R., 85 $\frac{1}{2}$ @85 $\frac{1}{2}$; do. 1st mort., 104 $\frac{1}{2}$ @104 $\frac{1}{2}$; do. gen'l mort., coupon, 111@111 $\frac{1}{4}$; do. reg., 118@118 $\frac{1}{2}$; do. consol. mort. 6s, reg., 102 $\frac{1}{2}$ @104; Little Schuylkill R. R., 41@42; Morris Canal, 50@51 $\frac{1}{2}$; do. pref., 125@126; Susq. Canal, 82 $\frac{1}{2}$; do. 6s, 25@26; Schuylkill Nav. 2 $\frac{1}{2}$ @4; do. pref., 5 $\frac{1}{2}$ @6; do. 6s, 1882, 52@55; do. 1872, 88 $\frac{1}{2}$ @85; Elmira and Williamsport pref., 41@41 $\frac{1}{4}$; do. 7s, 102 $\frac{1}{2}$ @103; do. 5s, 70@90; Lehigh Coal and Navigation, 15 $\frac{1}{2}$ @15 $\frac{1}{2}$; do. 6s, 1884, 106 $\frac{1}{2}$ @107; do. R. R. loan, 105@106 $\frac{1}{2}$; do. Gold Loan, 95@98; North Pennsylvania, 86 $\frac{1}{2}$ @88; do. 6s, 107 $\frac{1}{2}$ @108; do. 7s, 117 $\frac{1}{2}$ @120; do. Gen'l mort. 7s, reg., 111@114 $\frac{1}{2}$; Philadelphia and Erie, 7 $\frac{1}{2}$ @8 $\frac{1}{2}$; do. 6s, 106@107; do. 7s, 106@107 $\frac{1}{2}$; Minehill, 47 $\frac{1}{2}$ @48 $\frac{1}{2}$; Catawissa, 6 $\frac{1}{2}$ @6 $\frac{1}{2}$; do. pref., 84 $\frac{1}{2}$ @85; do. new pref., 29 $\frac{1}{2}$ @30; do. 7s, 1900, 107 $\frac{1}{2}$ @109; Lehigh Valley 85 $\frac{1}{2}$ @85 $\frac{1}{2}$; do. 6s, coupon, 112 $\frac{1}{2}$ @113; do. reg., 112 $\frac{1}{2}$ @118; do. 7s, reg., 119 $\frac{1}{2}$ @122; do. consol. mort., 101 $\frac{1}{2}$ @102; Fifth

and Sixth streets (horse), 109@110; Second and Third, 88@85; Thirteenth and Fifteenth, 51@58; Spruce and Pine, 42 $\frac{1}{2}$ @46; Green and Coates, 57@59; Chestnut and Walnut, 68@65; Hesterville, 11 $\frac{1}{2}$ @11 $\frac{1}{2}$; Germantown, 50 $\frac{1}{2}$ @56; Union, 78@80; Lombard and South, 9@11.

Baltimore.—Cincinnati and Baltimore 7s, 90; Canton gold, 6s, 96 $\frac{1}{2}$; Marietta and Cincinnati 1st, Sterling, 87@88; Baltimore and Ohio 1st pref., 102 $\frac{1}{2}$; do. 2d pref., 95; do. scrip 95 $\frac{1}{2}$; Virginia Peeler, 39; Baltimore City 6s, 1890, 112; do. 6s, 1900, 118 $\frac{1}{2}$; do. 1902, 113 $\frac{1}{2}$; do. 6s, new, 108; Cincinnati 7.30s, J. & J., 112 $\frac{1}{2}$; Norfolk Water 8s, 114; Atlantic Coal, 0.90. The latest quotations are: Cincinnati and Baltimore, 7s, 89@92; Wilmington and Weldon 7s, —@101; Wilmington, Columbia and Augusta 7s, 26 $\frac{1}{2}$ @—; Richmond and Danville 1st mort., 84@87; Pittsburgh and Connellsville 7s, 1898, 103 $\frac{1}{2}$ @104 $\frac{1}{2}$; Baltimore and Ohio, 94 $\frac{1}{2}$ @95; do. scrip 95@95; do. 6s, 1880, 101@101 $\frac{1}{2}$; do. 1885, 107@107 $\frac{1}{2}$; Northern Central, 14@14 $\frac{1}{2}$; do. 6s, 1885, 105@—; do. 6s, 1900, 105 $\frac{1}{2}$ @—; do. 6s, 1900, gold, 100@100 $\frac{1}{2}$; Marietta and Cincinnati 1st mort. 1892, 98 $\frac{1}{2}$ @94; do. 2d mort. 7s, 36 $\frac{1}{2}$ @87; do. 3d mort. 8s, 15@15 $\frac{1}{2}$; Central Ohio, 25@—; do. pref., 37@40; do. 1st mort., 106 $\frac{1}{2}$ @106 $\frac{1}{2}$; Western Maryland 1st mort. 6s, 1890, 108@—; do. 1st mort. guar., 195@—; do. 2d mort. guar., 105@—; do. 3d mort. guar., 107@109; do. 2d, mort. pref., 80@85; 2d mort., guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 91@—; do. 3d mort. 8s, 102@—; Orange and Alexandria 1st mort. 6s, 96@—; do. 2d mort. 6s, 78@85; do. 3d mort. 8s, 39@40; do. 4th mort. 8s, 12@30; Orange, Alex. and Manassas 7s, 45@48; Baltimore 6s, 1884, 108@109; do. 1886, 108@110; do. 1886, new, 108@—; do. 1890, 112@112 $\frac{1}{2}$; do. 1900, 112@118 $\frac{1}{2}$; do. 1900, new, 112 $\frac{1}{2}$ @—; do. 1902, 113@—; do. 1902, new, 113@114; do. 6s, exempt, 115@116; do. 5s, 1894, 106@—; do. 5s, new, 108@—; Maryland Defense 6s, 1883, 108@—; do. 6s, exempt, 112@112; do. 6s, 1890, 108 $\frac{1}{2}$ @—; do. 5s, 99@—; Virginia consol. 6s, 55@55 $\frac{1}{2}$; do. 2d series, 40@42; Virginia Consol. coupons, 77@77 $\frac{1}{2}$; West Virginia def. certif., 7 $\frac{1}{2}$ @7 $\frac{1}{2}$; Baltimore City Passenger R. R., 35@40; Baltimore and Catonsville R. R., —@15; George's Creek Coal, 92@—; Atlantic Coal, —@0.90; Canton Co., —@80; do. gold 6s, 96@96 $\frac{1}{2}$; Union R. R., Canton end., 104 $\frac{1}{2}$ @110.

Boston.—Little Rock and Ft. Smith 7s, 58 $\frac{1}{2}$; Denver and Rio Grande R. R., 17; do. 7s, 89 $\frac{1}{2}$; do. 7s, extension, 94; do. trust. certif., 15 $\frac{1}{2}$; Kansas City, St. Joseph and Council Bluffs 7s, 85 $\frac{1}{2}$; Iowa Falls and Sioux City 7s, 109; Republican Valley R. R., 122 $\frac{1}{2}$; do. 6s, 102; Pueblo and Arkansas Valley 7s, new, 108 $\frac{1}{2}$; Boston, Hartford and Erie 7s, guar., 84 $\frac{1}{2}$; Florence and El Dorado 7s, 105; Ogdensburg and Lake Champlain 8s, S. F., 99; Sioux City and St. Paul 1st 8s, L. G., 50; Rutland 7s, 1880, equipment, 48; Vermont Central 1st, 10; Boston, Revere Beach and Lynn R. R., 78 $\frac{1}{2}$; Cheshire R. R., 29; do. 6s, 102 $\frac{1}{2}$; Detroit, Lansing and Northern pref., 85 $\frac{1}{2}$; Atchison and Nebraska R. R., 87; do. 6s, 101 $\frac{1}{2}$; Wichita and Southwestern R. R., 60 $\frac{1}{2}$; do. 7s, 108; Pleasant Hill and De Soto R. R., 67 $\frac{1}{2}$; Ind. Cen. and Lat. R. R., 62 $\frac{1}{2}$ c.; Connecticut and Passumpsic Rivers R. R., 46; Chi-

cago, Dubuque and Minnesota R. R., 49 $\frac{1}{2}$; Boston Water Power Co., 1 $\frac{1}{2}$; Boston 4s, new, 100 $\frac{1}{2}$; Louisville 7s, 1908, 107; Cook Co., Ills., 7s, 1892, 110 $\frac{1}{2}$; Chicago 6s, 1882, 100 $\frac{1}{2}$; Cincinnati 7s, 1887, 107 $\frac{1}{2}$; Toledo 8s, 1893, 115; do. 1894, 118 $\frac{1}{2}$; Duncan Silver Mining Co., 8 $\frac{1}{2}$; Osceola, 10 $\frac{1}{2}$; Silver Islet, 89.

New York, West Shore and Chicago R. R.

The New York, West Shore and Chicago Railroad was sold on the 7th inst. at auction, under foreclosure, by order of the U. S. Court, and purchased by Messrs. Joseph Poole, Philo H. Calhoun, A. J. Cullen, Jr., Willett Phelps, and William Shanroo, as Trustees for the bondholders, for \$35,000 above the incumbrances, amounting to about \$1,000,000. The property consists mainly of a franchise authorizing the construction of a road from Hoboken, via Catskill and Syracuse, to Buffalo, 424.84 miles. The company was organized July 13, 1870, and surveys were made by which the cost of the road was estimated at \$26,117,234 60. But 2.5 miles of track had been laid when the company went into the hands of a Receiver in 1876. The last financial statement issued Sept. 30, 1875, was as follows: capital stock authorized, \$10,000,000; amount paid in \$45,100; funded debt, \$5,019,240 12; floating debt, \$302,120 50; cost of road, \$1,140,823 75; cost of right of way, depot grounds, and docks at eastern terminals, \$3,389,196 88.

Wheeling (W. Va.)—The Wheeling (W. Va.) Intelligencer says that a contract has been concluded with the Riverside Iron Works, for furnishing the rails for the Clarksburg and Weston narrow gauge railroad, (which is to connect with the Baltimore and Ohio railroad at Clarksburg.) Track laying is to be commenced by the 1st of April and the road finished and the cars running to Weston by 4th of July.

Great Western Railway of Canada—The gross earnings of the Great Western Railway of Canada for the month of December, 1878, were \$289,500, the working expenses \$206,500, and the net earnings \$83,000; for the month of December, 1877, the earnings were \$376,800, the expenses \$272,500, and the net earning \$104,300—showing a decrease in earnings of \$107,800, in expenses of 60,000, and in net earnings of \$41,800.

Columbus (Ohio) Journal—The Columbus (Ohio) Journal says that at the meeting of the Scioto Valley Railroad Company in that city on the 18th inst. steps were taken for the immediate completion of the road from its present Southern terminus to the Ohio river, thus giving the company a direct steamboat connection, which will greatly increase the facilities for doing business.

Columbus and Northwestern Railroad Co.—At a meeting of the directors of the Columbus and Northwestern Railroad Co., at Urbana, Ohio, on the 12th inst., it was decided to put the line under contract between Mechanicsburg and Columbus, and to ask for bids to close March 15.

New York, New England and Western Investment Company—The New York, New England and Western Investment Company have removed from 106 Broadway to a handsome and extensive range of offices at 81 and 83 Pine Street, the change having been rendered necessary by the remarkable development of their business.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. [*]100	13,500,000	J. & J.	Jan. '79 24	Little Schuykill [*]50	9,246,100	J. & J.	Jan. '79 24	Wara River [*]100	975,000	J. & J.	Jan. '79 24
Atlanta and West Point [*]100	1,232,200	J. & J.	July '78 4	Long Island.....50	8,000,000	M. & S.	May '78 10	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '78 3
Atlanta and Gulf guar. [*]100	786,476	M. & N.	Nov. '78 34	Louis, Clin. and Lex. [*]100	1,622,483	J. & J.	July '78 3	Warwick Valley.....100	225,000	A. & O.	Oct. '77 3
Atlantic and St. Law. [*]100	5,000,000	M. & N.	Sept. '78 3	" pref.100	848,700	J. & J.	Jan. '79 4	Westchester & Phil. pref.100	821,300	J. & J.	Jan. '79 4
Augusta and Savannah [*]100	1,022,900	J. & D.	Dec. '77 24	Louisville & Nashville [*]100	9,028,418	F. & A.	Feb. '79 14	West Jersey.....100	1,555,750	F. & A.	Aug. '77 3
Avon, Genesee & Mt. M. [*]100	235,000	A. & O.	Jan. '78 3	Louisv., N. Alb. & Chi. [*]100	3,000,000	J. & D.	Dec. '78 30	Wilmington & Weldon [*]100	1,452,200	J. & D.	Nov. '77 2
Baltimore and Ohio [*]100	14,216,800	M. & N.	Nov. '78 24	Lowell and Andover [*]100	500,000	J. & J.	Jan. '79 24	Winchester & Potomac [*]100	180,000	J. & J.	Jan. '79 2
Baltimore Br. [*]100	1,680,000	A. & O.	Oct. '78 5	Lowell and Lawrence [*]100	200,000	A. & O.	Apr. '78 24	Worcester & Strasburg [*]100	500,000	J. & J.	Jan. '79 2
Washington Br. [*]100	820,500	quarterly	Apl. '78 14	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '78 24	Worcester and Nashua [*]75	1,789,600	J. & J.	July '79 2
Boston and Albany [*]100	20,000,000	M. & N.	Nov. '78 4	Manchester and Law. [*]100	1,000,000	M. & N.	Nov. '78 5				
Bos., Clin. F. N. Bed. [*]100	2,525,500	- &		Marietta & Cincinnati [*]50	1,409,912	- &					
Agricultural Br. guar. [*]100	60,000	J. & D.	June '78 3	" 1st pref.50	8,130,719	M. & S.	Sep. '78 28				
Bost., Cone. & Mont. [*] pref.100	800,000	M. & N.	Nov. '78 3	" 2d pref.50	4,460,388	M. & S.	Sep. '78 28				
Boston and Lowell [*]100	8,260,000	J. & J.	Jan. '79 1	Massawippi [*]100	400,000	F. & A.	Aug. '78 1				
Boston and Maine [*]100	9,621,274	M. & N.	Nov. '78 3	Memphis & Charleston [*]25	5,812,725	J. & D.	Jan. '79 2				
Boston and Providence [*]100	4,000,000	M. & N.	Nov. '78 3	Middlesex Central [*]100	18,738,204	F. & A.	Feb. '79 2				
Attleborough Branch [*]100	131,700	J. & J.	Jan. '79 2	Mill Creek & Minehill [*]50	323,375	J. & J.	Jan. '79 2				
Bost. Revere B. & Lynn [*]100	650,000	J. & D.	Dec. '78 24	M. Hill & Schuyl. Haw. [*]50	3,856,450	J. & J.	Jan. '79 2				
Buffalo, N. Y. and Erie [*]100	950,000	F. & A.	Feb. '79 2	Mobile & Montgomery [*]100	2,794,800		Feb. '79 2				
Burl. & Mo. Riv. in Nebr. [*]100	8,583,000	J. & N.	Feb. '79 2	Morris and Essex [*]50	15,000,000	J. & J.	Jan. '79 2				
Camden and Atlantic [*]50	877,400	quarterly	Apl. '78 2	Mt. Carbon & Pt. Carbon [*]50	232,350	J. & J.	Jan. '79 2				
" pref.50	838,311	quarterly	Apl. '78 2	N. Castle & Beaver Val. [*]50	1,800,000	M. & S.	Sept. '78 25				
Camden & Burl. Co. [*]100	381,925	J. & J.	Jan. '79 2	N. Haven & Northamp. [*]100	605,000	quarterly	Oet. '78 24				
Orp. May and Millville [*]50	447,000	J. & D.	Dec. '77 8	New London Northern [*]100	1,418,800	quarterly	Apl. '78 14				
Catasauqua & Fogelav. [*]50	426,900	Novemb.	Nov. '76 4	N.Y. Can. & Hudson R. [*]100	98,423,830	quarterly	Jan. '79 2				
Catawissa [*]50	1,159,600	Oct. ber.	Oct. '78 31	New York and Harlem [*]100	8,500,000	J. & J.	Jan. '79 2				
" id pref.50	60,000	M. & N.	Nov. '78 24	" pref.100	1,500,000	J. & J.	Apr. '78 2				
Oayuga and Susq. [*]50	1,000,000	J. & N.	Jan. '79 2	" City Line [*]annually	15,500,000	J. & J.	Jan. '79 2				
Cedar Rapids & Mo. R. [*]100	6,850,400	F.M.A.N.	Nov. '78 1	N. Y. Prov. & Boston [*]100	3,000,000	quarterly	Feb. '79 2				
" pref.100	768,000	F. & A.	Aug. '78 34	Nieg. Bridge & Canan [*]100	1,000,000	J. & J.	Jan. '79 2				
Central of Georgia [*]100	7,500,000	J. & J.	Dec. '78 21	North Carolina [*]100	4,000,000	M. & S.	Mar. '78 23				
Central of New Jersey [*]100	29,600,000	quarterly	Apl. '79 24	N. Eastern (S.C.) pref.100	96,000	M. & N.	July '77 4				
Central Ohio [*]50	4,245,000	J. & J.	Jan. '79 2	North Pennsyl [*]50	3,978,160	F. & A.	Feb. '79 2				
" pref.50	400,000	J. & J.	Oct. '77 4	Northern Central [*]50	5,542,000	A. & O.	apl. '78 2				
Central Pacific [*]100	54,275,500	A. & O.	Oct. '77 4	Northern N. Hamp. [*]100	3,084,800	J. & D.	Dec. '78 24				
Chemung [*]100	880,000	quarterly	Dec. '78 24	Northern New Jersey [*]100	1,000,000	J. & J.	July '77 24				
Cheeshire, preferred [*]100	2,155,300	J. & J.	Jan. '79 2	Norwich & Worcester [*]100	2,604,400	J. & J.	Jan. '79 2				
Chicago and Alton [*]100	10,065,400	M. & S.	Mar. '78 3	Ogdensb. & L. Champl. [*]100	8,077,000	J. & J.	July '76 2				
" pref.100	2,425,400	J. & J.	Dec. '77 24	" pref.100	2,000,000	A. & O.	Apl. '78 4				
Chicago, Burl. & Quincy [*]100	27,598,242	M. & S.	Mar. '79 4	Ohio and Mississippi [*]100	20,000,000	quarterly	Mar. '76 31				
Chicago, Iow. & Nebra [*]100	9,116,200	J. & J.	Dec. '77 24	Old Colony [*]100	6,733,200	F. & A.	Aug. '78 14				
Chi., Mil. and St. Paul [*]100	15,404,261	A. & O.	Oct. '78 24	Oswego and Syracuse [*]100	482,400	J. & J.	Aug. '78 14				
" pref.100	12,270,483	A. & O.	Oct. '78 24	Panama [*]100	7,000,000	quarterly	Feb. '79 2				
Chicago & N. Western [*]100	14,988,977	J. & D.	Mar. '79 11	Paterson and Hudson [*]100	682,000	J. & J.	July '78 3				
" pref.100	2,026,600	quarterly	Feb. '79 2	Paterson and Newark [*]100	250,000	J. & J.	July '78 3				
Chicago, R. I. & Pacific [*]100	1,980,000	quarterly	Dec. '78 24	Second Avenue (N. Y.) [*]100	1,196,500	J. A. J.O.	Apr. '78 2				
Cin., Ham. & Dayton [*]100	3,500,000	A. & O.	Dec. '78 24	Second & Third St. [*]100	982,100	quarterly	Mar. '79 3				
Cin., Sand. and Clev. [*]50	2,980,560	- &		Seventh Avenue (N. Y.) [*]100	500,000	J. & J.	Jan. '79 3				
" pref.50	413,150	M. & N.	Nov. '78 24	Sixth Avenue (N. Y.) [*]100	750,000	M. & N.	Nov. '78 24				
Clev., Col., Clin. & Ind. [*]100	16,961,900	F. & A.	Feb. '78 3	Third Avenue (N. Y.) [*]100	2,000,000	F.M.A.N.	Feb. '78 2				
Cleveland & Mahoning [*]50	2,957,569	M. & N.	May '77 24	17th & 19th streets (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Cleveland & Pittsburg [*]50	11,236,150	quarterly	May '78 24	18th & 19th streets (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Columbus and Xenia [*]50	1,785,300	M.J.S.D.	Dec. '78 24	Eighteenth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Colum. & Hocking Val. [*]100	2,000,000	F. & A.	Feb. '79 4	Twenty-third Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Concord [*]50	1,600,000	M. & N.	Nov. '78 6	Twenty-fourth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Concord and Port [*]100	350,000	J. & J.	Jan. '79 24	Twenty-fifth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Conn. & Passaic Riv. [*]100	2,176,100	F. & A.	July '78 1	Twenty-sixth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Connecticut River [*]100	2,100,000	J. & J.	Jan. '79 2	Twenty-seventh Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Cumberland Valley [*]50	2,292,950	J.A.J.O.	Jan. '79 24	Twenty-eighth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
" 1st pref.50	241,900	A. & O.	Oct. '78 24	Twenty-ninth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
" 2d pref.50	243,000	A. & O.	Oct. '78 24	Twenty-tenth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Danbury and Newr. [*]50	600,000	quarterly	Mar. '78 1	Twenty-first Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Dayton & Michigan [*]50	2,39,350	A. & O.	Oct. '78 13	Twenty-second Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
" pref.50	2,386,100	quarterly	Oct. '78 13	Twenty-third Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Delaware [*]50	1,330,950	J. & J.	Jan. '79 24	Twenty-fourth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Del., Lackaw. & Westn. [*]50	26,200,000	quarterly	July '78 24	Twenty-fifth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Detroit & Milwaukee [*]50	2,221,400	J. & D.	Dec. '78 24	Twenty-sixth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
" pref.50	2,095,000	J. & D.	Dec. '78 24	Twenty-seventh Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Dubuque & Sioux City [*]100	5,000,000	A. & O.	Dec. '78 24	Twenty-eighth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
East Pennsylvania [*]50	1,300,200	J. & J.	Jan. '79 2	Twenty-ninth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
East Mahanoy [*]50	392,950	J. & J.	Jan. '79 2	Twenty-tenth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
East Tenn., Va. & Ga. [*]100	1,968,274	A. & O.	Apr. '78 23	Twenty-first Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Eastern (Mass.) [*]100	4,977,900	J. & J.	July '78 23	Twenty-second Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Eastern (N. H.) [*]100	492,500	J. & J.	Jan. '79 24	Twenty-third Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Elmira, Jef. & Canad. [*]100	500,000	H. & A.	Feb. '78 24	Twenty-fourth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Elmire & Williamsport [*]50	500,000	M. & N.	Nov. '78 24	Twenty-fifth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
" pref.50	500,000	J. & J.	Oct. '78 24	Twenty-sixth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Han. June, Han. & Get. [*]100	4,000,000	- &		Twenty-seventh Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Harlem Extension [*]100	1,182,500	J. & J.	Jan. '79 2	Twenty-eighth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Harrisburg & Lancaster [*]50	4,925,000	quarterly	Mar. '79 2	Twenty-ninth Street (Ph.) [*]100	500,000	J. & J.	Jan. '79 3				
Honesdale, pref. [*]100</td											

The Coal Trade.—The total tonnage of anthracite coal from all the regions for the week ending February 8th, as reported by the several carrying companies amounted to 412,888 tons, against 226,788 tons in corresponding week last year, an increase of 185,595 tons. The total amount of anthracite mined for the year is 1,822,177 tons, against 1,466,748 for the same period last year, an increase of 355,429 tons. The quantity of bituminous coal sent to market for the week amounted to 41,662 tons against 29,630 tons in corresponding week last year, an increase of 12,182 tons. The total amount of bituminous mined for the year is 240,180 tons against 190,626 tons for corresponding period last year, an increase of 49,554 tons. The total tonnage of all kinds of coal for the week is 454,288 tons, against 256,818 tons in corresponding week last year, an increase of 197,732 tons, and the total tonnage for the coal year is 2,062,357 tons, against 1,657,375 tons to same date last year, an increase of 404,988 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of February was 103,380 tons, of which 77,061 tons were coal, and 26,819 tons coke. The total tonnage for the year thus far has been 554,936 tons, of which 407,174 tons were coal and 147,762 tons coke. These figures embrace all the coal carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ending February 8 were 18,459 tons, and for the year to that date 79,395 tons, a decrease of 5,097 tons as compared with the corresponding period of 1878. The shipments to the Baltimore and Ohio Railroad during the week were 15,892 tons, a decrease of 12,426 tons, as compared with 1878. The shipments to the Pennsylvania Railroad were, for the week, 2,567 tons, for the year 10,395 tons, an increase of 7,329 tons as compared with last year. The Reading Railroad Company reports a coal shipment for the week ending on Saturday evening last of 124,500 tons of which 22,000 tons were sent to Port Richmond and 16,500 tons were shipped thence. There were also shipped last week 13,800 tons to Port Johnson, 10,200 tons to South Amboy, and 7,900 to Elizabethport. This is a total shipment over the North Penn. and Bound Brook route of 21,900 tons.—*Phi'a. Ledger, Feb. 17.*

Mining.

KESLER MINING Co.—Mr. R. L. Belknap, the President of this company, has received a telegram from the mine stating that one hundred tons of ore were sold on Saturday last, realizing \$6,354. A very encouraging report has also been received respecting the high grade of the ore now being taken out of the Jack Shaft.

Messrs. Wolff Brothers report a brisk demand for the shares in anticipation of higher prices when the mine is placed on the official list.

PLUMAS NATIONAL QUARTZ Co.—Major Rogers, of 54 Broad Street, has received the following telegram from President Bidwell :

"Heavy storms. Wires have been down. Lower tunnel looking first rate. All who have visited the mine report favorably of it. Mine looking splendid in the upper works."

ARIZONA MINES.

The Moss Mine, situated in a part of Arizona which the Indians have rendered uninhabitable until recently, has been incorporated into a joint organization with the Arizona chief. The mines are unquestionably of a very high character, and Messrs. Trask and Francis, the popular mining stock brokers have placed the greater part of the shares among the friends of their house.

SILVER NUGGET.—Messrs. Cooper and Dahlgren, who are respectively the engineer and the manager of this handsome property, will shortly

leave for Arizona with the machinery for a ten stamp mill. Mr. D. G. Chilson, the discoverer and former owner, will accompany them as far as Mineral Creek, where he holds a range of claims on one of the richest veins in the Territory, which he is about to develop.

SILVER KING.—This valuable mine, which returns its stockholders \$50,000 monthly in dividends, is about to increase its stamps from ten to fifteen. President Booth has made up his mind that his mine can give two millions a year as easily as half a million, and he is going to get it.

An earthquake and the opening of a freight depot of the Southern Pacific occurred at Texas Hill, 64 miles south of Yuma last week.

A new line of railroad from Salt Lake to Prescott, Arizona, is in contemplation.

TOMBSTONE.—Mining is very active here. \$20,000 was offered for the Grand Dipper and was refused. The Head Center claim is very rich in gold running up to \$10,000 per ton. The whole of the Salt Lake Valley, including the towns of Tempe and Phenix, is now turned into an Indian reservation.

We note Mr. W. E. Young's name in connection with a valuable mining property he is introducing on the market, respecting which we hope to have further particulars in our next.

Rutland Railroad.

At a meeting of the holders of the seven and eight per cent equipment bonds of the Rutland Railroad Co., held at the office of Kidder, Peabody & Co., 40 State St., Boston, on the 18th inst., Mr. O. P. Peabody submitted a report of the committee appointed at the first meeting of the bondholders, the substance of which was that the committee could not recommend the adoption of the proposition of the directors in its original form.

Mr. Wm. D. Sohier stated that he intended to convert his seven and eight per cent bonds into five per cent bonds. He would then have a valid security.

Hon. Francis Thompson said there seemed to be two propositions to be considered, one submitted by the directors, and one by Kidder, Peabody & Co., and it occurred to him that it might be better to accept the former proposition if they could unite.

Mr. D. N. Skillings offered the following resolutions:

Resolved, That it is the sense of this meeting that should the holders of the first mortgage bonds of the Rutland Railroad consent to receive 6 per cent instead of 8 per cent, and that the proposition of the directors to fund the equipment bonds of both classes with a 5 per cent bond be so modified as to provide that the interest be paid without lapse of time, we should approve the exchange.

The proposition of the directors was indorsed by Messrs. Robert Earle of New Bedford and George W. Gill of Worcester. The latter said that if that was adopted the road would not go into the hands of a receiver, the litigation would be avoided, the lawyers cheated and all the debts paid. He opposed the resolution of Mr. Skillings, who said he offered it

in the hope of restoring harmony among the parties in interest.

Mr. George H. Chase said that the bondholders were so divided that it would be reasonable to suggest to allow all who desired to exchange their eight per cent for six per cent bonds to do so. He was desirous of securing harmony.

Mr. Thompson asked Mr. Gill if the resolution of Mr. Skillings would be acceptable to the directors. The latter said he thought it would, and that if it was adopted the company would pay its debt in two years.

The resolution was adopted, and Mr. Skillings offered the following resolution, which was adopted :

Resolved, That the foregoing resolution is based upon the assumption that the bondholders may have a representative in the financial policy of the Rutland Railroad management in order to secure the adoption of such measures as shall, if possible, result in entire harmony of action between the corporation and its creditors.

Mr. Skillings asked that Mr. Peabody be requested to remain, for the time being at least, as the financial representative of the bondholders. Mr. Peabody consented and received the thanks of the meeting, which then dissolved.

Mr. W. D. Bishop.

Mr. W. D. Bishop, whose resignation of the Presidency of the New York, New Haven and Hartford Railroad Company, owing to increasing ill-health, is announced, was first elected to the Presidency of the road in 1867, in the place of George B. Crhart, and has held the position continuously since that time. When he first assumed the office the line was a small one, extending only from this city to New Haven. The general equipment of the road was of a primitive character, and was decidedly inferior to that of any first-class railroad in operation at the present time. Gradually Mr. Bishop introduced modern improvements, and from time to time additional lines were added by consolidation with the Hartford and Springfield Railroad, by leasing the Shore Line as far as New London, and by building a branch from New Rochelle to the Harlem River. All of these branches were at once put in excellent order, and the road now bears reputation of being one of the model lines of the country. Mr. Bishop's father was one of the originators of the old line from this city to New Haven, and also built the Housatonic and Naugatuck Railroads, and a portion of the Shore Line. His son has always been more or less interested in railroading, although he has acted as Commissioner of Patents at Washington, and represented his district twice in the Connecticut Legislature.

George B. Roberts, Charles E. Elmer, Coleman F. Leaming, Lewis Mulford, John M. Moore, Strickland Kneass, Josiah Bacon, George Wood, Thomas H. Dudley, Thomas Jones Yorke, J. N. DoBarry, N. Parker Shortridge and Thomas H. Whitney have been elected directors of the West Jersey Railroad Company. According to the annual report the gross earnings of last year were \$541,887 10; the expenses, \$338,698 81, leaving a net balance of \$203,998 70.

Fitchburg Railroad.

The receipts of this road for the years ending September 30, 1877 and 1878 have been, as follows:

	1877.	1878.
From passengers....	\$634,891 40	\$644,826 53
" freight.....	1,106,161 17	1,091,615 88
" express.....	80,077 25	27,582 15
" mails.....	21,588 44	30,912 42
" rent of roads..	103,154 06	107,464 06
" rent of property	24,091 81	24,820 81
" premium.....	.....	11,812 50
	<hr/>	<hr/>
	\$1,920,418 78	\$1,937,938 85

Expenditures:

Repairs of road.....	\$145,480 02	\$119,485 27
" bridges....	21,662 11	27,422 94
" locomotives	73,916 57	74,650 59
" cars.....	118,467 88	98,261 09
" structures.	51,143 72	72,870 00
Iron and steel rails...	86,260 85	55,668 82
Fuel.....	220,201 68	195,288 61
Oil and waste.....	20,423 98	18,558 02
Salaries, etc., passenger department....	150,027 75	170,167 96
Salaries, freight department.....	218,081 08	255,882 49
Wages, switchmen, etc.	42,734 84	46,212 71
Removing ice and snow	10,416 79	4,813 00
Gratuities and damages	17,402 67	8,814 75
Taxes, insurance, etc.	92,844 31	93,298 19
Telegraph expenses..	6,266 97	7,674 61
General salaries, office, and other expenses.	44,978 31	47,771 18
Rents	214,558 89	235,691 50
Interest	56,452 02	98,854 53
Water	7,870 88	9,724 73
Use of freight cars...	37,096 18	16,684 28
New locomotives.....	.....	7,459 00
New ties.....	.....	30,988 71
	<hr/>	<hr/>
Net earnings....	\$286,758 85	\$258,766 42

The company have 70 locomotives, 71 tenders, 77 passenger, 25 mail and baggage, 1844 eight wheel and 220 four wheel merchandise, and 97 gravel and coal cars, and 9 snow plows. Number of miles run by passenger trains, 738,885 ; by freight trains, 905,225 ; by other trains, 19,278—total, 1,657,888. Length of main road operated, 143 miles. Length of double track road, belonging to the company, 50.68 miles ; length of Watertown Branch Railroad, belonging to the company, 5.60 miles ; length of Lancaster and Sterling Branch Railroad, belonging to the company, 12.42 miles ; length of Peterboro' and Shirley Railroad, belonging to the company, 23.62 miles ; length of side and other tracks, belonging to the company, 45.37 miles—total length of tracks, belonging to the company, 189.37 miles. Length of Vermont and Massachusetts Railroad, leased for 999 years, 80.11 miles ; length of double track on Vermont and Massachusetts Railroad, 10.89 miles ; length of side tracks on Vermont and Massachusetts Railroad, 20.63 miles. Total length of tracks operated, 279.19 miles. Total number of passengers carried, 2,166,116 ; do. carried one mile, 32,266,503. Number of tons carried, 1,115,771 ; do. carried one mile, 68,041,198. The report says :

The additions during the year to the roadbed, track, and equipment, have placed them in a better condition than they were ever before.

Our situation in this respect is peculiar. While many other corporations have been able to lessen their operating expenses by reducing their mileage, and only making those repairs necessary to cover depreciation, and maintain their former standard, without embracing the quality or value

of their property, this company has been obliged from the nature of a business seeking an outlet via the Hoosac Tunnel, to change radically the standard of its road from one doing mainly a local traffic with a light equipment, at a moderate rate of speed, to one doing a through Western traffic, with a heavy equipment, at a high rate of speed and a greatly increased mileage.

This change has absolutely required us to make great improvements upon the whole road, but more especially upon the Vermont and Massachusetts Division, which was found inadequate in almost every respect, when leased, to do the business which followed soon after the completion of the tunnel.

On this division, during the year, we have graded the roadbed, and built side tracks, which will eventually be parts of the 2d track, at Greenfield, Miller's Falls, Orange, Athol, Gardner and Ashburnham. The double track between Ashburnham and Fitchburg has been completed by building $\frac{3}{4}$ miles of road. The work of replacing the two old wooden truss bridges at Fitchburg by a double arch stone bridge and a first class iron bridge has been finished. A dangerous grade crossing at Wachusett has been avoided by carrying the highway under the track. New water works have been built at Royalston and Ashburnham. A heavy ledge cut is being made near Pequoig for the 2d track. The Station at Erving has been moved, to give greater distance between the track and station, and new ones have been built at Westminster and Wachusett, and the freight house at Templeton has been rebuilt.

The improvement on the Fitchburg Division, owing to the recently rapid growth of the Western business, have been mostly of a terminal character.

It was found imperative, in the transaction of the Western business via the Tunnel to furnish facilities for the reception and delivery of cargoes for export. On Jan. 1, 1878, the directors, whose action has since been approved, leased Constitution Wharf, and purchased the Shawmut Elevator. The lease was made for a term of 5 years, with the privilege of purchasing within that time, or of leasing for a 2d term of 5 years and a 3d term of 10 years.

The wharf occupies an area of about 5 acres, and is nearly covered with storehouses and sheds, conveniently located and well adapted for storage purposes. It has, for the accommodation of the longest European steamships of the greatest draught, 2 of the finest docks in Boston, measuring 432 and 485 feet in length, with an average width of 90 and 80 feet.

The proximity of this wharf to our extensive freight yards in Boston, and the short connection between them over the Union Freight Railroad, enable the company to use the yards for the storage of cars, and the wharf is a receptacle for their contents, and to transact a more extensive business than the wharf's area would indicate.

Although we have had no regular export business from this wharf, the income therefrom has equalled our expectations ; and the contract, made since the close of the fiscal year, with the Leyland Line of Steamships, by which all their freight for export will be shipped from this wharf, assures the lease and purchase as profitable investments.

This is the only regular weekly freight line of steamships from Boston, of which there are at present 6 steamships plying between Constitution Wharf and Liverpool, and this number will be increased at such intervals as the business shall demand.

The Shawmut Elevator, situated on this wharf, was enlarged by this company to its present capacity of 160,000 bushels, and is capable of still further enlargement when the business shall require it.

The company's property known as Caswell's Wharf, which adjoins the Navy Yard, has been constantly leased since its purchase, and that portion on piles has never been in a safe condition since the company's ownership. The entire wharf

has been rebuilt in a most substantial manner, and strong extensive store houses have been erected, and tracks laid, in preparation for the business of the lessee.

The 1st wooden truss bridge east of Fitchburg has been replaced by a new iron bridge upon a new pier sufficiently wide to admit of a 3d track, should it become necessary to extend the Fitchburg freight yard.

An extensive locomotive coal shed of 6,000 tons capacity has been erected at Fitchburg to provide for the increased and increasing consumption of coal at this point.

The new passenger station at Fitchburg, referred to in our last Report, has been completed. A new engine house and turn table have been built in the old yard at Fitchburg. The former is so arranged that it will contain 49 pits when finished. 1 section of 10 pits has already been built, and is giving entire satisfaction.

It has been found necessary in many instances to provide for the safe passage of drawing room and sleeping cars under the highway bridges, either by elevating the bridges, or depressing the grades. Such improvements have been made at Montague, Cambridge, and East Cambridge. A new iron bridge, 50 feet in width, has been built on Washington Street, Somerville, upon the consent of said city to the elevation of this and the Prospect street bridges 4 inches above their present level, and upon said city agreeing to build and maintain the long approaches and their side walls.

The company have laid during the year, exclusive of construction, 1,700 tons of steel rails, 1,620 tons of iron rails, and 88,759 new sleepers.

There have been added to real estate for station purposes small lots of land in Boston, Belmont, Weston, Gardner, Fitchburg, Montague, and Deerfield.

The equipment during the year has been increased by 3 first class locomotives, 3 new tenders, 2 new passenger cars, 3 new baggage cars, 1 new mail car, and 162 new freight cars.

In all the comparisons hereafter made of the business of 1878 with that of 1877, we have made due allowance for changes made in our accounts in 1878 pursuant to an order from the Railroad Commissioners.

The gross income from passengers, freight, mails, expresses, and rent of property, has increased \$58,191 67, and the operating expenses, exclusive of rents and interest, \$46,289 48.

There has been an increase in interest paid, of \$88,429 51 ; in rent of roads paid, of \$21,182 61 ; and of income received from rent of roads, of \$3,310.

The number of passengers carried has increased 16,826, the number of tons carried has increased 190,382, and the total miles run have increased 286,863 ; making an increase in tonnage of 20 per cent and in miles run of nearly 21 per cent, while the operating expenses have increased but 3% per cent and the cost for the same expenditure per total mile run has decreased from 95 to 82 cents.

Notwithstanding the considerable increase in our business, the additional income derived therefrom has been insufficient to equal the increased payments on account of rent of roads and interest ; and the net earnings of the year, including all receipts and expenditures, have decreased \$32,987 48.

During the first five months of the year the rates on freight from the West were quite low, but nevertheless were such, that our earnings were satisfactory ; during the last 6 months, however, they have decreased about 38 per cent per ton per mile, and were unprofitable.

These rates are virtually beyond our control, as they are established by a committee of managers of Western railroads. Whenever there is a scarcity of freight, there are some roads that will break the fixed rates ; and this generally leads in a short time to such a reduction of the same, that they often fail to pay the actual working expenses. We hope, however, that this senseless competition

will not be revived again, and that the trunk lines will succeed in making an arrangement for a division of business that will be fair to all, and result in the maintenance of profitable rates.

The passengers to and from the Troy and Greenfield Railroad have increased from 71,260 in 1877 to 79,001 in 1878, and the tolls paid the State for the same, from \$36,998 69 in 1877 to \$45,518 08 in 1878.

The freight has increased from 278,408 tons in 1877 to 448,701 tons in 1878, and the tolls paid therefor from \$55,164 07 in 1877 to \$106,408 24 in 1878, making a total increase in tons carried of 165,293, and in tolls paid of \$59,783 56; the total amount of tolls for 1878 being \$151,926 82.

By reference to the annexed statement it will be seen that the expenditures on account of construction exceed the amount of capital stock by \$541,365 92; this, together with the sum of \$639,018 89, represent the amount respectively expended in additions and improvements on the Fitchburg and Vermont and Massachusetts Railroads, and are not available assets until stock is issued to cover the amount expended in excess of the present capital, but stand as an investment until capitalized.

TRIAL BALANCE, September 30, 1878.

Construction accounts.....	\$5,041,365 92
Cash and cash funds.....	180,861 77
Real estate.....	292,269 81
Stock materials.....	251,839 65
Fuel	44,057 47
Improvements Vermont and Massachusetts Railroad.....	639,018 89
Sinking fund.....	188,559 15
Uncollected freight.....	38,962 52
	 86,626,934 68
Capital stock.....	\$4,500,000 00
Bonds	1,000,000 00
Notes payable	486,000 00
Due connecting roads	9,827 92
Vermont and Massachusetts Railroad Co.....	92,308 40
Unclaimed dividends.....	7,963 00
Coupon No. 2.....	15,000 00
Coupon No. 9.....	17,500 00
Suspense account.....	8,900 00
Profit and loss.....	494,485 36
	 \$6,626,934 68

President.—Wm. B. STEARNS.

Directors.—Wm. B. Stearns, Boston; Rodney Wallace, Fitchburg; C. U. Cotting, Brookline; Seth Bemis, Newton; Robert Codman, Boston.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

American Iron and Steel Association.

At the annual meeting of the American Iron and Steel Association, held in Philadelphia on the 12th inst., a minute in reference to the memory of the late President of the Association, Samuel J. Reeves, was adopted. A series of resolutions, prepared by Messrs. Joseph Wharton, Charles H. Ashburner and Wm. E. O. Baker, was unanimously adopted, heartily congratulating the iron trade of the country and the nation at large upon the resumption of specie payments, and approving the action of Congress in retaining in circulation over \$300,000,000 of legal tender notes; that the favorable balance of trade has been created by a protective tariff, and that the resumption of specie payments was due to the balance of trade thus created; thanking the Secretary of the Treasury for his efforts to secure a faithful administration of the customs duties, and expressing the hope that he would inquire into certain interpretations

of tariff provisions which they believed to be erroneous, and through which the Government is being annually deprived of millions of revenue. They particularly allude to such interpretations of the customs laws as relate to duties on tin plates, steel wire rods in coils, and iron cotton ties, and ask that he will give to each of these questions his early attention.

The following Board of Managers was elected: Wm. E. Coffin, of Boston; Philip C. Moen, of Worcester; Abram S. Hewitt, of New York; John Rogers, of Black Brook, N. Y.; Frederick J. Slade, of Trenton; Charles Wheeler, J. B. Moorehead, E. Y. Townsend, Percival Roberts, Joseph Wharton and Samuel M. Felton, of Philadelphia; Alfred Hunt and John Fritz, of Bethlehem; Charles L. Bailey, of Harrisburg; W. E. C. Coxe, of Reading; Paris Holdeman, of Chickies; Daniel J. Morrell, of Johnstown; James Park, Jr., B. F. Jones, John W. Chalfant and Wm. P. Shion, of Pittsburgh; A. B. Stone, of Cleveland; C. H. Andrews, of Youngstown, O.; William Means, of Cincinnati; R. E. Blankenship, of Richmond; O. W. Potter, of Chicago; J. H. Hillman, of Lyon county, Ky.; H. S. Chamberlain, of Chattanooga; Charles H. Ashburner, of Baltimore, and J. J. Spearman, of Sharpsville.

LIVERPOOL AND LONDON AND GLOBE.

The remarkable success which has attended the operations of the great English Insurance Companies in this country is due to the implicit reliance placed by our business community on their perfect solvency under any possible amount of loss, and their perfect equity under any temptation or opportunity to force a decision to the disadvantage of a policy holder or his assignees.

In no one instance has an English company failed to justify this trust, and the yearly statement of the Liverpool and London and Globe Insurance Company, which will be found in another column, is a remarkable illustration of the pecuniary success which is the invariable concomitant of this judicious policy.

We may mention that this company is one of the strongest amongst the great London Insurance Associations, and that its Directory in this city is composed of members selected from the highest ranks of our own commercial community, and that its General Manager, Mr. J. E. PULSFORD, has no superior in the executive tact and ability required to supervise the details of so extensive and intricate a business.

The surplus of the company's assets over its liabilities for risks taken in the United States amounts to \$1,871,291 21, to which the surplus of last year's business adds the large amount of \$629,363 51.

These figures are the best arguments that can be adduced to prove that good management and prosperity are always found to travel hand in hand.

The financial statement of the Richelieu & Ontario Navigation Company, of which Sir Hugh Allen is President, shows the net profits of the year to have been \$112,542 20, from which dividends amounting to 5½ per cent have been declared, and the amount now at credit of profit and loss account is \$40,872 80. The total assets are put down at \$1,625,724, and liabilities at \$89,-

000 ; capital, \$1,565,000 ; surplus, \$21,704, which is exclusive of the amount of credit of profit and loss as above.

LUBRICATORS.

In all that pertains to the machinery of locomotion the reduction of friction is the leading consideration, to which every other, even including expense, is made subordinate.

On railways this is especially manifest, for the important reasons that friction diminishes speed, wears out rolling stock and machinery, and is the fruitful cause of disastrous accidents.

With this consideration in his mind, the unprofessional reader will see that grease, whether mineral, animal or vegetable must play a very important part in the economy of locomotion, owing to its natural property of diminishing the friction of bodies between which it is interposed.

The practical engineer is so thoroughly aware of its value, and of the immense saving in wear and tear which it causes, that he is willing to pay almost any price for a thoroughly good lubricant, and will not hesitate to give twice the cost of the ordinary kind if it will procure him a better.

To illustrate our argument, we will take the favorite anti-friction compound known as the Eagle Car Box Lubricator, the name Eagle we may observe, pertaining to the lubricant and not to the car box. It has been found by the experience of many Railways who have constantly used it for the last twenty years, that the saving in the quantity used is thirty per cent over that of the cheaper compounds; and that the still more important saving of material by diminished friction and the consequent decrease of expense for locomotive power, amounts to many thousands of dollars yearly for every railroad that uses it.

A few figures on this point will more clearly show the saving affected by using a good lubricant like the Eagle, in preference to the ordinary kinds.

Let us take the New York Central Railroad where the 'Eagle' has not yet been adopted.

This company has approximately, 60,000 axles in constant use, which under active work wear out themselves and their bearings every 150,000 miles they run. This wearing out process which it is the province of the lubricant to delay, is so much unnecessary work thrown upon the Locomotives in addition to the power required to overcome the friction between the rails and the circumference of the wheels. If this unnecessary labor performed by the Locomotives; namely, grinding down the 60,000 axles and their 120,000 journals, were done in a shop instead of on the road, it would require a hundred horse power engine running three months to accomplish it.

Now if a lubricant like the Eagle were used, which enables an axle to work in its bearings four thousand miles with only one greasing and without heating, a diminution of twenty per cent in friction would ensue. Referring

this saving to the figures above, we find that the economy effected equals the cost of a hundred horse power engine running for three weeks every year.

Add to this saving in labor the additional amount saved in material, and it will then be better comprehended how important it is for every Railroad company to use the Eagle in preference to any other lubricator.

But if the Eagle compound is demonstrably so much better than any other, it will naturally be asked; "Why is it not then in universal use?"

The question argues a complete ignorance of the by-ways and highways of railroad management. Nothing is more difficult than to get what is regarded as a minor improvement or invention, adopted in our large railroad corporations, where the attention of the leading officials is engrossed by clerical and financial duties, and the mechanical arrangements are left in the hands of those who take no interest in the question of dividends or economy.

However, it is only a question of time. The Eagle lubricator is in use on most of the Southern lines and will finally be adopted by every road in the country, simply because it is the best and the best is the only kind that will suit our railway managers in the long run.

The construction of the Columbus, Jeffersonville and Cincinnati Railway (formerly Jeffersonville, Mt. Sterling and Columbus Railroad) between Allentown and Mt. Sterling will, it is said, insure the building of the Blue Grass line from Mt. Sterling to Washington C. H., which will be built as a branch line to the Columbus, Jeffersonville and Cincinnati railway.

KESLER MINING COMPANY.

ORGANIZED UNDER THE

LAW S OF NEW YORK.

Capital Stock - - - 50,000 Shares.

PAR VALUE, \$10.

THE UNDERSIGNED ARE AUTHORIZED TO sell a limited amount of the Capital Stock of the above company at \$5 per share. Full information in regard to the company can be obtained at our office.

WOLFF BROS.

44 Exchange Place.

NEW YORK, Feb. 7, 1879.

WM. A. GUEST & CO.,
No. 17 Nassau Street,
NEW YORK.

Purchase all marketable Railway Securities. A specialty of Stocks and Bonds of Roads leased to Erie and New York Central, either interest-paying or defaulting. Also, Stocks and Bonds of City Railroads.

\$10 to \$1000 Invested in Wall st. Stocks make fortunes every month. Book sent free explaining everything.

Address BAXTER & CO., Bankers, 17 Wall St., N. Y.

LIVERPOOL & LONDON & GLOBE

INSURANCE COMPANY.

Statement of U. S. BRANCH, Jan. 1, 1879.

Assets in U. S.	\$4,301,897 07
Total Liabilities including re-insurance	2,430,505 86
Surplus	1,871,291 21
Income in U. S. during 1878	2,600,583 34
Expenditures, including losses	1,971,219 83

New York Office,

45 William Street.

J. E. Pulsford,

Resident Manager.

ROCKER SILVER MINING CO

OF MONTANA.

Office, 33 Broad Street, New York.

CAPITAL, \$500,000. { 100,000 SHARES, Par Value, \$5.

STOCK NON-ASSESSABLE.

President—CHARLES L. WRIGHT, New York.
Secretary—CHARLES BURNHAM,

Trustees— CHAS. L. WRIGHT, 56 South St., N. Y.
CYRUS STRONG, Pres Broome Co. Nat. Bank, Binghamton, N. Y.
ROBT. M. HAGAMAN, Binghamt'n, N. Y.
HENRY C. TINKER, 59 Wall St., N. Y.
ADAM H. WARD, Erie R. R., N. Y.

TEN THOUSAND SHARES of stock are offered at \$2 per share. The funds to be used in the construction of a road to Smelting Works and additional Machinery.

There is \$100,000 in Ore, ready for Smelting and estimated 20,000 tons in sight, ready to take out.

Prospectus furnished on application. Address
ROCKER SILVER MINING CO.,
33 Broad Street, New York.

TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

WILLIAM EUCLID YOUNG,
(Member N. Y. Stock Exchange, also N. Y. Mining Stock Exchange.)

Office 60 Broadway, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, No. 31 NASSAU ST., NEW YORK, Jan. 27, 1879.

A DIVIDEND OF (3) THREE PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of the capital stock of this company, as registered at the close of the 12th day of February next, after which, and until the 5th day of March, the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

ALEX. FROTHINGHAM & CO., BANKERS AND STOCK BROKERS, No. 12 Wall st., buy and sell stocks on the New York Stock Exchange and carry the same as long as desired on a deposit of three per cent. Careful attention given to orders for investment from \$25 upwards in "Puts" and "Calls," which frequently pay from ten to twenty times the amount invested. Explanatory Circular and their Weekly Financial Report sent free on application.

THEO. SUTRO,

Attorney and Counsellor at Law,

(Rooms 42 and 43.)

320 Broadway, NEW YORK.

Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

New York, New England and Western

INVESTMENT CO.

(INCORPORATED.)

Capital Stock, - - - \$200,000.

NEW YORK, BOSTON, PHILADELPHIA & CHICAGO.

31 and 33 Pine St., New York.

Money carefully invested for Capitalists, Trust of Estates, Savings Banks, Insurance Companies and other investors.

Special attention given to Financial Negotiations for Railroad Companies. Will act as Stock Transfer Agent and Trustee for Bondholders, pay coupons, etc., etc.

Financial Negotiations conducted for States, Counties, Towns and Cities.

JOHN C. SHORT, President.

WM. P. WATSON, Secretary and Treasurer.

JAS. T. WORTHINGTON, Drexel Building,
Gen. Solicitor.

INTERSTATE AND INTERNATIONAL MECHANICAL EXCHANGE,

No. 20 East 13th Street,

(Near Union Square bet. Broadway & Fifth ave.)

NEW YORK, U. S. A.

A. S. GEAR, Manager, (late of Boston, Mass.)

An equitable purchasing and selling agency, and bureau of Practical Knowledge. Reliable information concerning Machinery and Mechanical Supplies, (any kind, style or make) Patents, and Mechanics; Purchases made, sales effected, help furnished, inventions patented, litigations carefully conducted.

From 5 to 25 per cent saved in doing business through the Exchange. A large variety of meritorious mechanical devices always on exhibition, and new and novel contrivances are kept in motion. Send for explanatory circular.